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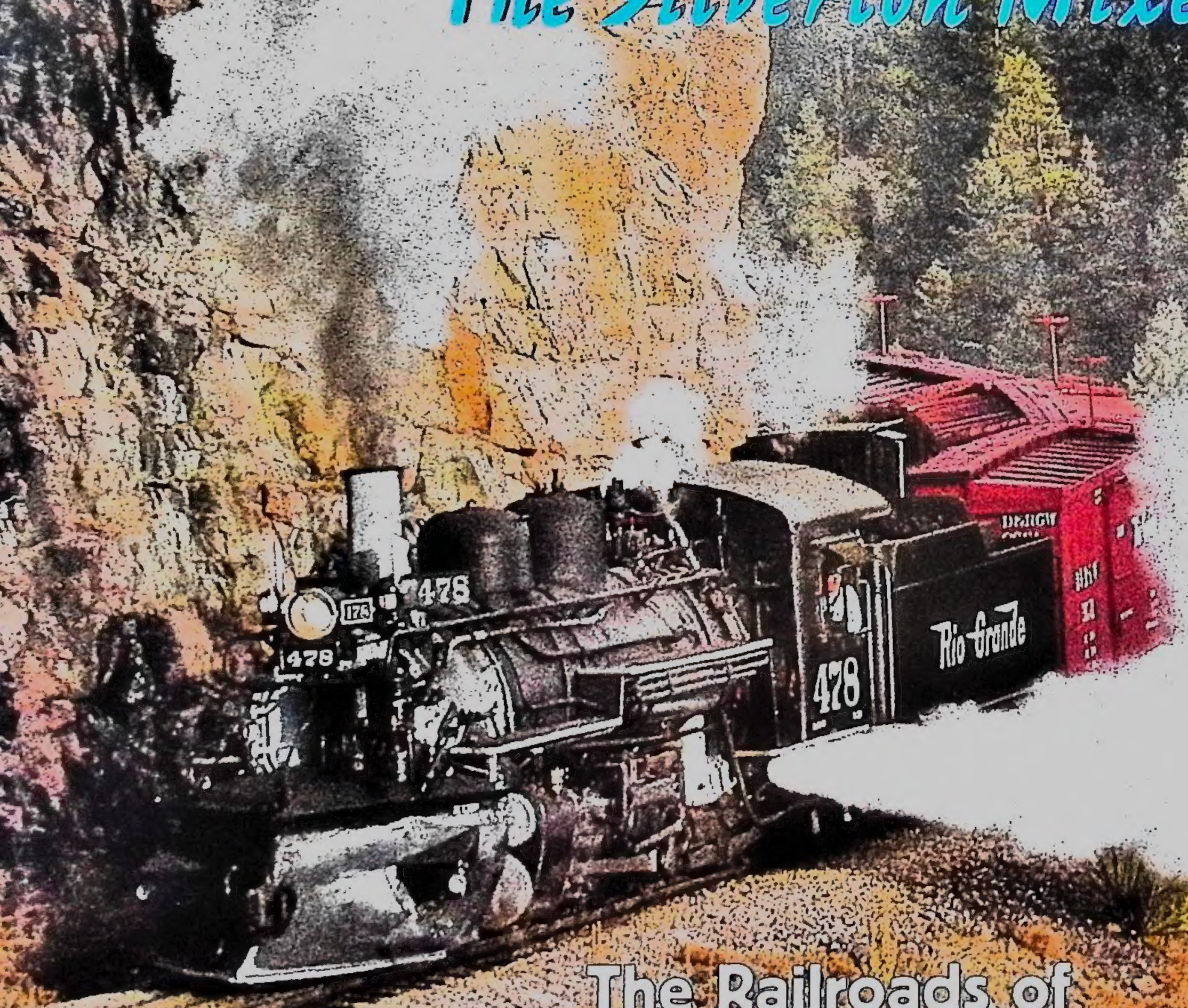
The Silverton Mixed



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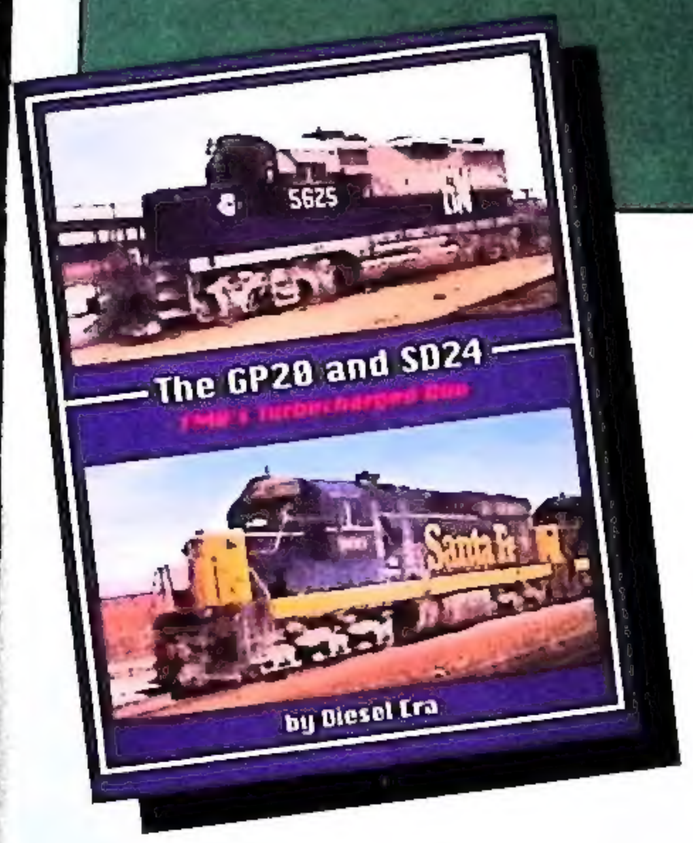

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by Dan Cupper

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Withers Publishing is proud to announce that it is handling distribution of the remaining stock of the award-winning book Crossroads of Commerce: The Pennsylvania Railroad Calendar Art of Grif Teller, by author Dan Cupper. It is a winner of the prestigious Railway & Locomotive Historical Society book award. From K4, M1, S1, and J1 steam engines, to P5a and GG1 electrics, to Baldwin sharknoses and EMD E7 and E8 diesels, this book gives lavish full-page display to every one of the 33 calendar paintings used by the Pennsylvania Railroad to advertise itself from 1925 to 1958. The story of each painting subject is told through research, photographs and sketches, and interviews with Grif Teller and others. Also included are a biography of Teller (1899-1993), with the story of his second railroad-painting career, after he began to accept commissions to paint PRR scenes in the 1970s, 1980s, and 1990s.
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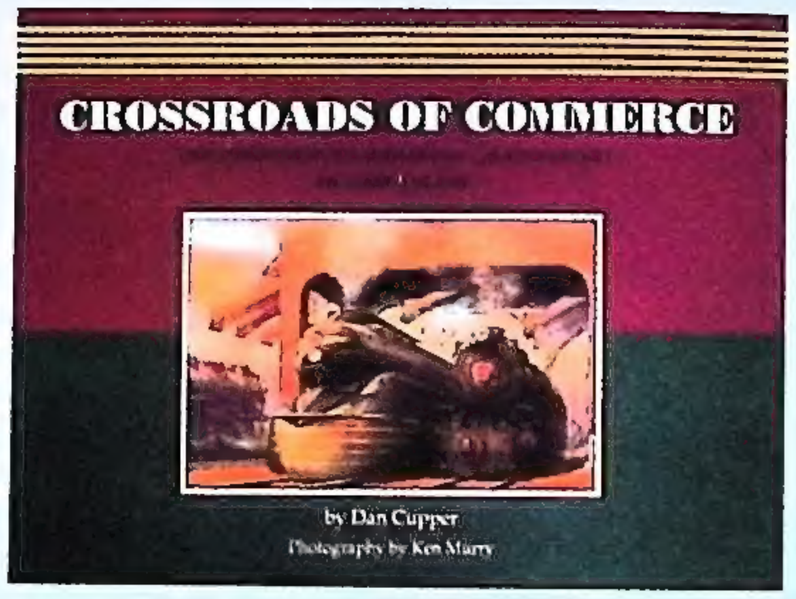

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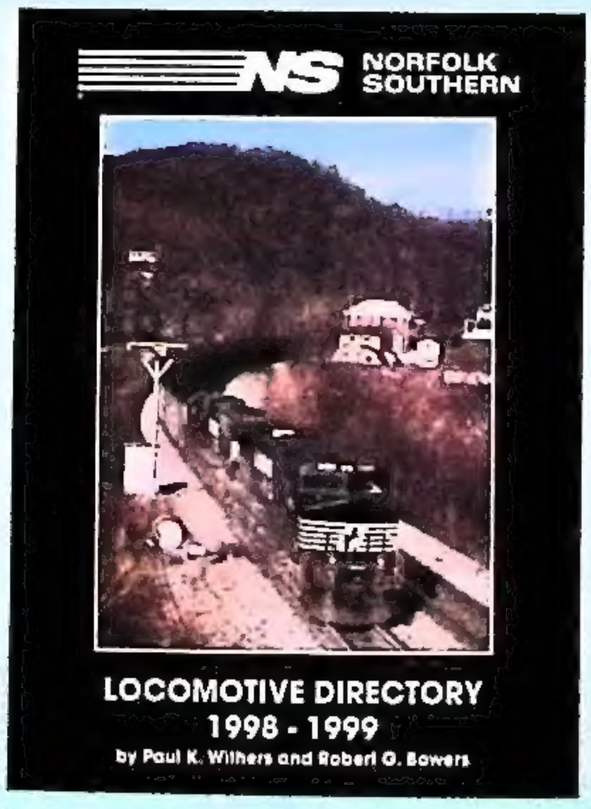

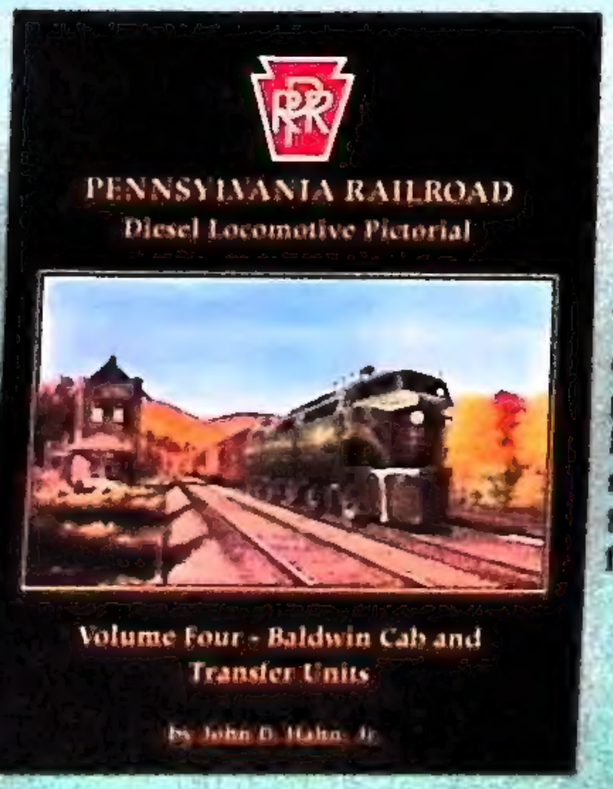

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FEATURES

6 **The Silverton Mixed** by Steve Barry
10 **The shape of things to come** by Joe Calisi
30 **Long Island City** by Joe Greenstein
36 **Railway Privatization: Mexico's Newest Revolution** by William C. Vantuono
44 **Back Again!** by James P. Bell
46 **True Tales of the Rails**
61 **Grande Cab Revival** by Darrell Arndt
64 **All the way to Cape May** by Steve Barry

DEPARTMENTS

10 **Fanmail**/letters from readers
12 **Timetable**/events
16 **Lineside Legacy**/Tennessee Valley Railroad Museum
19 **We'd like you to meet**/Greenstein, Vantuono
21 **Railfanning is:**/humor
22 **The Engineer's Seat**/The three-dollar lantern
26 **Railnews**/news stories in detail
48 **Book Depot**/railroad book mart
50 **On the Menu**/*Minnesota Zephyr*
51 **Railfun**/Curt Katz
52 **Camera Bag**/Learning on a 4x5
54 ***Railfan & Railroad* Back Issue Bonanza**
56 **Railroadiana**/product news and reviews
56 **Switch List**/classified advertising
58 **Transit Currents**/George M. Smerk
60 **Videos**/videotape reviews
61 **Museum & Tourist Line Directory**
62 **Markers**/editorial commentary
65 **Advertising Index**/the railfan marketplace
66 **Final Frame**

on the cover

Durango & Silverton Narrow Gauge K-28 class 2-8-2 478 was returned to Rio Grande glory for a Rocky Mountain Railroad Club excursion on December 5, 1998, traversing the high line north of Rockwood, Colorado. For the complete story of the 1998 *Silverton Mixed*, see page 6. Photo by Steve Barry.

From the Publisher's Desk:
Musée Ferrovaire Canadien

The first leg of the fourth Carstens Rail Tour took us from New York's Penn Station to Montreal. There we stayed two nights at the *Hotel de Institut*, a school where chefs are trained and which has 30 hotel rooms. It was here on our second night, with Reggie Tonrie arranging our reception dinner, that we dined on the best Beef Wellington I have ever eaten.

That morning we bused to the *Musée Ferrovaire Canadien*, Canada's largest railway museum, in St. Constant, about 30 minutes from downtown Montreal. The museum sits on 70 acres but there is talk of a possible future move as encroaching urban growth makes the land ever more valuable.

The Canadian Railway Museum is another rail museum that combines steam with trolley operation, making it easy to circle the property in a vintage car over a 1½ mile loop. On our visit we rode Montreal Tramways No. 1959, a cream, double-truck, arch roof car with Montreal's distinctive shrouded headlights. Several large buildings house much of the museum's collection of rare older equipment. Here are single truck cars in their original paint and Montreal sight-seeing trolley No.3 which once provided a fantastic ride around the city. Canadian National GE Boxcab No.6711, dating to 1914 is preserved in maroon paint.

A variety of diesel power is also on display including CN G8 narrow gauge No.805, built by GM in 1956, formerly used in Newfoundland, parked on a siding with several narrow gauge cars. I suspect many visitors do not realize this equipment is 42² narrow gauge.

The steam power collection is a delight and I could not pick a favorite. I would single out such gems as CN 4-8-4 No.6153, with its huge Vanderbilt tender and No. 2850 *Royal Hudson* that hauled the Royal train when the Queen visited Canada (BC Rail operates No.2860, another in the *Royal Hudson* series). Inside the loco shed was CP 4-4-0 No.144, a green French *SNCF* engine and an operating replica of the 1850s *John Molson* which sees service on Canadian holidays. British Rail is represented with the sleek streamlined 4-6-2 No. 60010 *Dominion of Canada*. In addition, there are a plethora of other steamers displayed in the yard.

Rolling stock is also plentiful. All of the major roads are represented with cars lettered for such roads as CN, CP, and Northern Alberta.

Passenger car fans would go ape over the train of maroon CP wood passenger cars stored in the big shed. If this train would ever make a transcontinental run, sign me up for the trip now! Interestingly, the gift shop is in an old wooden truss-rodded coach and, judging from the bend in the car body, the trusses are probably adjusted a bit too tightly. It was here we bought some nice souvenirs before heading back to the bus and our hotel. On the morrow we would board our VIA train to Toronto.

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The Silverton Mixed

by Steve Barry

THE* SILVERTON MIXED** *operated from Durango, Colorado, to Cascade Wye on December 5, 1998, for the Rocky Mountain Railroad Club. Highlighting the trip was a double runby on the "high line" above Rockwood, where K28 2-8-2 478 and its consist of freight and passenger cars — all lettered for the Denver & Rio Grande Western — recreated the most classic of all scenes on the Silverton Branch. It may have been the first time since the 1950s that a mixed train lettered for the D&RGW operated on the branch. From the front platform of the combine, passengers were given a real sight-and-sound treat as the Mikado handled the ten-car train through the mountains. A late-afternoon break in the snow-filled clouds let the southbound excursion emerge into the sun for a few minutes as the train approached the high line* ***(left)*.*

A RIO GRANDE MIXED TRAIN returned to the fabled Silverton Branch in Colorado on December 5, 1998, as part of the 60th anniversary celebration of the Rocky Mountain Railroad Club. The Silverton Branch is now operated by the Durango & Silverton Narrow Gauge Railroad as a tourist line, but the railroad went all-out to provide almost 100 railfan photographers with a productive day of shooting.

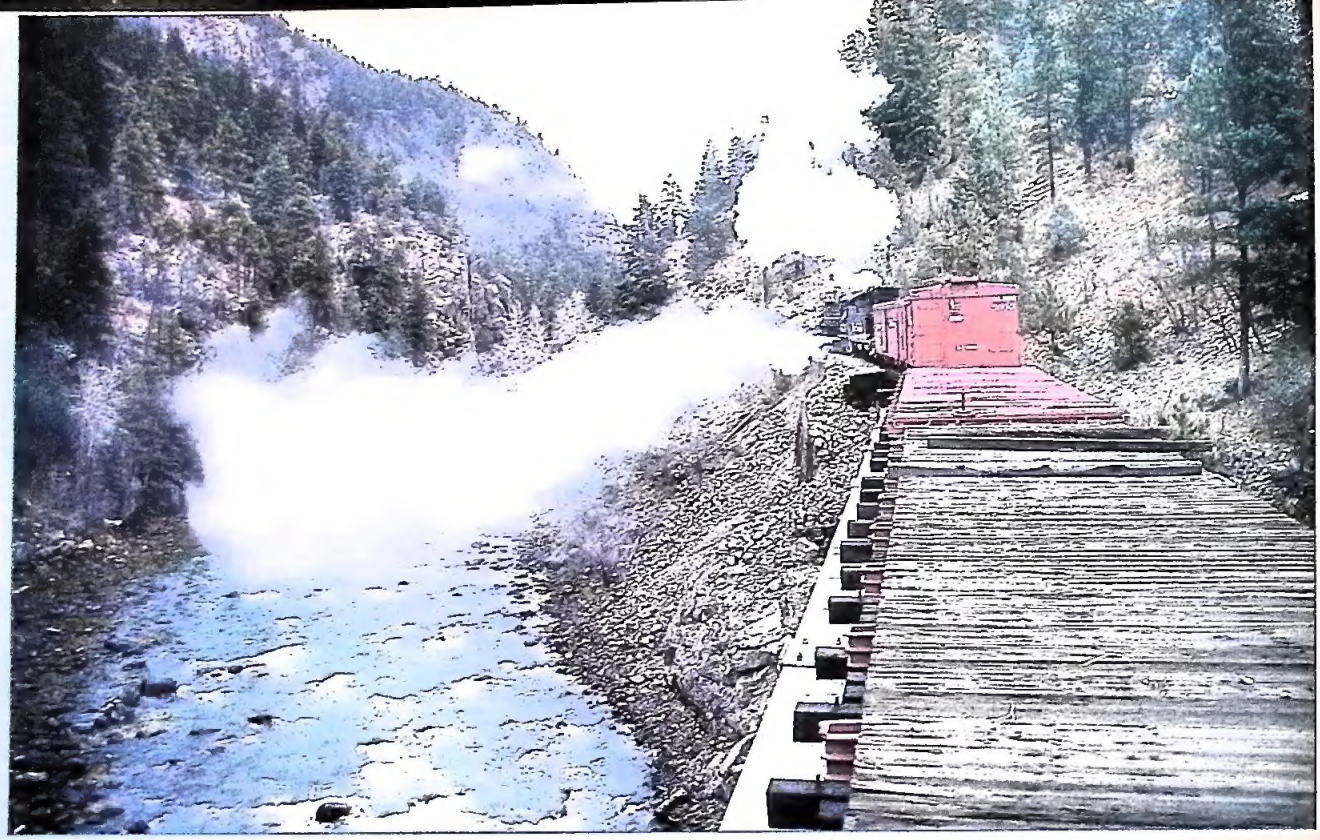
As far as anyone on the train could recall, a mixed train lettered for the Denver & Rio Grande Western hadn't operated on the branch since the 1950s, although there have been a handful of mixeds with equipment bearing D&SNG markings. The railroad painted three wooden boxcars, two flatcars and a caboose for the trip and applied magnetic letterboards to a combine and two coaches to provide a pure D&RGW consist. The final touch, however, was restoring D&RGW K-28 class 2-8-2 478 to its Grande appearance. Among the modifications done to the 478 were the addition of a "dog house" to the tender, a wedge snowplow to the pilot and removal of the "bear-trap" spark arrestor from the stack (something that can't be safely done in the summer). Of course, Rio Grande speed lettering was applied to the tender and D&RGW reporting marks were placed under the cab windows.

THE TURN-AROUND POINT *for the* Silverton Mixed *was Cascade Wye, where passengers had the opportunity to shoot the southbound train as it re-entered the main line. The Durango & Silverton Narrow Gauge Railroad runs trains to Cascade throughout the winter months. One of the best runbys during the day was a going-away view north of Tacoma* ***(below)****. After shooting the standard "comin' at ya" shot, the photo line watched the train roll through the snow-covered pines — and realized they had missed the shot of the day. The D&SNG crew obliged by backing the train for another runby, this time with the photo line set for the going-away shot. More than one photographer commented, "There's next year's Christmas card."*

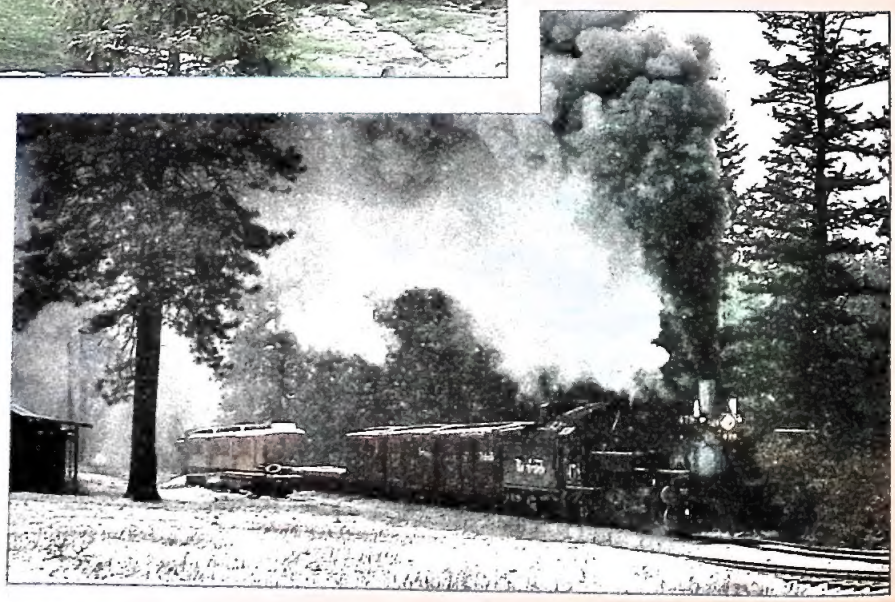
The trip operated in typical Rocky Mountain Railroad Club style, departing Durango just after sunrise. After an hour of running through the urban sprawl that has grown up along Route 550 north of town, the train crossed the highway above the Hermosa water tank and entered the San Juan National Forest. It wasn't long before the first of 14 runbys (at eleven different locations) was performed.

The Colorado weather just before the trip was record-setting heat in the few days prior to the trip, but a cold front had moved in on the eve of the excursion, bringing with it heavy cloud cover.

Photography by Steve Barry



While most photographers would have preferred blazing sun, it was the wish of many that the clouds produce snow. Once above Rockwood, that wish came true as the Animas Canyon turned into a winter wonderland. During one runby north of Tacoma the photo line shot the standard "comin' at ya" shot, then turned and watched the train with the boxcar roofs covered in snow frame up perfectly between two snow-covered pines. The scene was so perfect that a request was immediately made for a second



***THE FRONT PLATFORM** of the combine was a great place to view the crossing of the Animas River north of the high line (**top**). The crew in "D&RGW" 478 added steam to the scene by blowing down the engine as it crossed the span. After the train was turned at Cascade to head back south, it was first backed north about a quarter-mile for a double runby on a through-truss bridge (**above**). Weather for the trip ranged from sunshine to snow — and once above Rockwood on the northbound trip the snow really started to fall (**right**). The D&SNG shop went all-out to make K28 478 look as authentically Rio Grande as possible. In addition to D&RGW lettering, a "dog house" was placed on the tender, a wedge plow was added to the front and the "bear trap" spark arrestor was removed from the stack.*

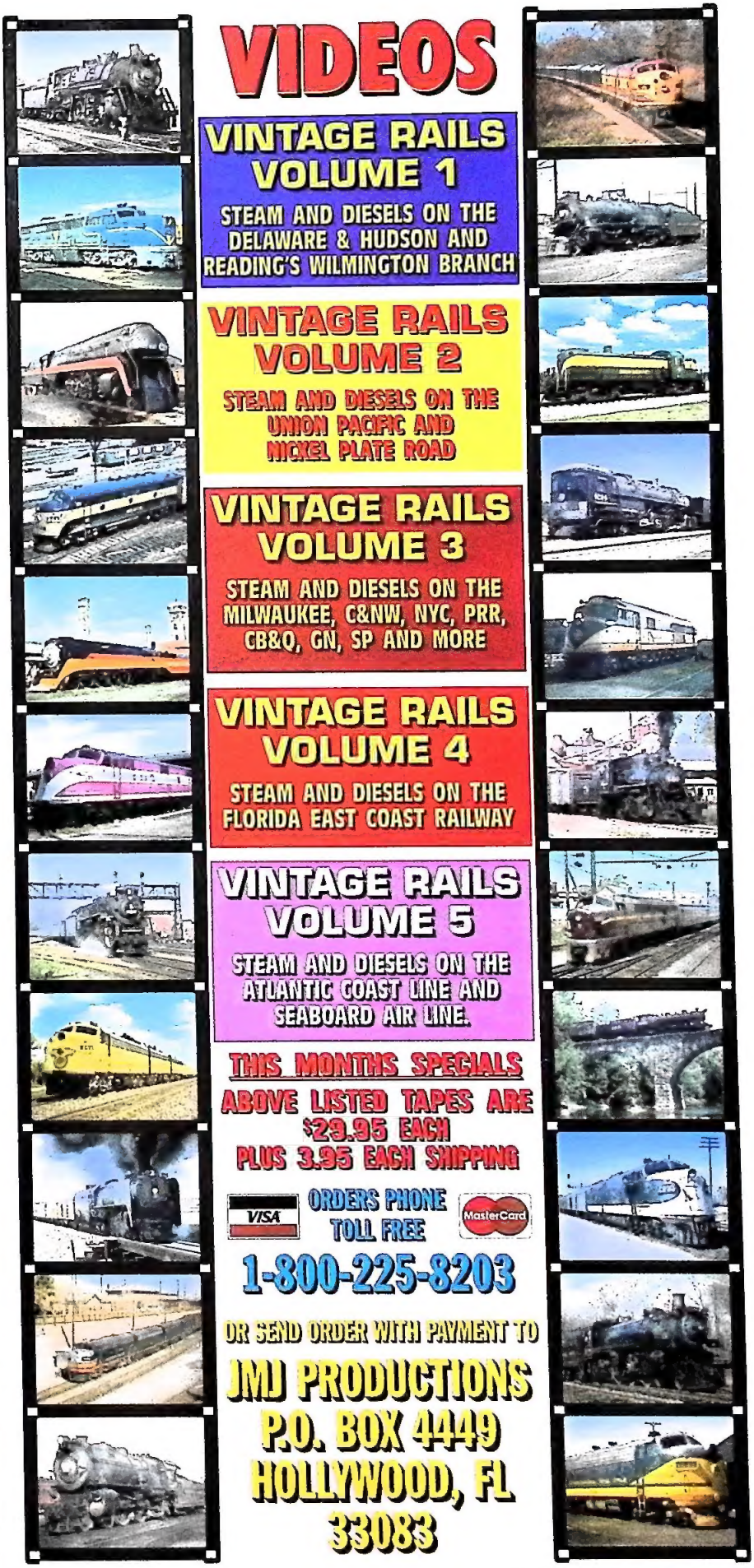
runby — and this time the photo line was set for the going-away view! More than one photographer was heard saying, "There's next year's Christmas card."

The train was arranged so the three boxcars were just behind the 478, followed by the two flat cars, the combine and the two coaches, with the caboose bringing up the markers. With this arrangement, it was possible to get a great view of the train from the front platform of the combine, looking across the flatcars at the engine and boxcars snaking through the curves. And, as an added bonus, the stack talk was great once the train began climbing north of Hermosa. About six hearty photographers could brave the cold and wind and ride the platform — but *what* a ride! Stepping through the front door of the combine was like stepping through a time portal — suddenly it was 1950.

The trip ran as far north as Cascade Wye, a little less than halfway to Silverton and the standard turnaround point for D&SNG winter trains. After wyeing the train, however, it was backed north about a quarter-mile for a runby on a through-truss bridge.

During the return trip, a stop was made at the spectacular horseshoe curve on the "high line" north of Rockwood where the tracks cling to a shelf 400 feet above the Animas River. A double-runby was performed at this location, providing photographers with the most classic of all Silverton Branch shots. The final runby was made at the Rockwood cut, where some of the deepest snow on the line had accumulated. Upon arrival back in Durango, the D&SNG graciously hosted a shop tour, and it was time to head back to the hotels. (And speaking of hotels, the Rocky Club had arranged a group rate at the Strater Hotel, one of the classiest sleeping establishments in Durango, at a price that couldn't be beat — it seemed every passenger on the train had taken advantage of the deal).

One question asked during the day was would there be any more D&RGW Silverton Mixeds in the future. The D&SNG has no plans to repaint the boxcars and flatcars, and the magnetic letterboards for the coaches will be available — but what about the locomotive? K-28 478 will likely have its Durango & Silverton identity restored, since the railroad has an image to portray to the general public. But as a shop worker said, "We've got the Rio Grande stencils in the shop. It wouldn't take long to paint the tender." Keep on rollin', Rio Grande!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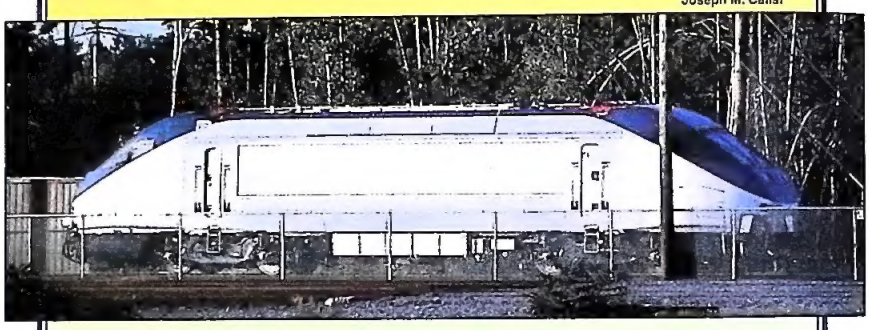
Joseph M. Calisi

The shape of things to come

THE NEW POWER FOR THE NORTHEAST CORRIDOR will be 15 new electric locomotives being built by Bombardier for Amtrak. The new locomotives are based on the power cars that will be used in the new Amtrak *American Flyer* trains designed by Bombardier/Alston for Boston-to-Washington service (*American Flyer* is the manufacturer's name for the trainsets — they will appear under a different name in Amtrak timetables). The first of these units was outside the Bombardier plant in Plattsburg, New York, on September 11, 1998, and has since gone to the AAR test track in Pueblo, Colorado. Look for many changes in Amtrak as 2000 approaches — among the possible changes are new names for service levels in the Northeast Corridor, including dropping the Metroliner moniker, and perhaps an end to Amtrak's "pointless arrow" logo.

FANMAIL

Blades and *Thomas*

The January 1999 RAILFAN & RAILROAD deserves an award! As soon as I saw those CSX semaphores on the cover, I knew I was in for a treat. The whole issue is terrific! Thank you for providing a view inside the base cabinet of a MRL semaphore. And Bradley McClelland's shot of CSX train R-360 zipping past semaphores *and* a wig was ought to be framed.

I can add some good news about the Strasburg Rail Road's *Thomas the Tank Engine* (ex-BEDT 0-6-0T No.15) pictured in RAILNEWS. The caption states, "The restoration is cosmetic only." That was true in September, but work is under way to get No.15/*Thomas* running again. After restoring elegant B&O 4-4-0 No. 25 *William Mason* to operating condition for a movie based on the TV series *The Wild, Wild West,* Strasburg shop forces were up against a deadline for having *Thomas* available for an event on September 19-20, 1998. They did a great job. Engine crews used an air whistle for an authentic *Thomas* "peep-peep" sound. When I visited the Strasburg again about two weeks later, Thomas was back in the shop. I think that steam-up is scheduled for Spring 1999. Chris Kimler's comments about Thomas in MARKERS are right on target. I was also moved by Jim Tighe's poignant letter about the PRR main in Xenia, Ohio, in FANMAIL.

PASTOR PHILIP K. SMITH
Stouchsburg, Pa.

Semaphore styles

I thoroughly enjoyed the three articles covering the semaphore signal in the January 1999 issue. Here are some clarifications about the semaphores featured.

The Erie signals are Style "S" upper quadrant "base of mast" semaphores and were made by Union Switch and Signal Company of Swissvale, Pennsylvania. A Style "S" consists of a case where the mechanism is placed, a mast and ladder and a bearing at the top, where the spectacle which holds the lenses and blade is fastened.

The Baltimore & Ohio (CH&D) Style 2A upper quadrant "top of mast" semaphores are pre-World War I, built by General Railway Signal of Rochester, New York, and installed about 1914. In top of mast semaphores the mechanism is directly connected to the spectacle and the blade. The Northern Pacific (Montana Rail Link) semaphores are upper quadrant base of mast signals and appear in General Railway signal catalogs around 1916.

As rare as these semaphores are, there are certain light signals that are about to become extinct, notably the Pennsylvania Railroad position light and the B&O color position light. Get your photos while there is still time!

KEVIN M. KOHLS
Bucyrus, Ohio

Behind the scenes of UP steam

Please extend my congratulations to Tom Kelcec for the best article that I've seen on the logistics required to produce the Uunion Pacific steam excursions ("A Journey With the Steam Team," December 1998 R&R). This was the most comprehensive article I've seen detailing the viewpoints of both the UP and the Pacific Limited Group written by someone outside those organizations. Tom asked the right questions and took

good notes. I was particularly interested to see the information that the UP steam program was funded specifically to completely replace their advertising program; I don't think I've seen that spelled out before and it makes much clearer UP decisions and policies that had previously seemed odd in some cases.

I'm glad to see continuing exposure of the efforts of the two people that have been key to the success of UP trips in recent years — Steve Lee and Hal Lewis. Steve's combination of self-assured personality and pragmatic management skills probably have kept the steam program alive at UP where perhaps no one else could have pulled it off. And there is no question that the success of the 1992 NRHS San Jose convention trips and the PLG excursions in subsequent years were directly due to the planning, foresight, hard work and level-headedness of Hal Lewis. Hal had many years experience in project leadership with Lockheed and that experience is what has made the PLG and Central Coast Chapter trips successful where so many others have failed.

I would like to amend Steve's suggestion that it is hard to find 40 or 50 "hard workers that are willing to be car hosts." Actually, getting willing volunteers is easy — the trick is getting competent ones. The worst case was probably the 1992 San Jose NRHS convention where we were operating simultaneous trips over the UP and the Joint Powers commuter line on multiple days. At that time I lived in the San Jose area and I was put in charge of producing all the car hosts for all the trips. This required finding and training 106 different car hosts and it got pretty dicey! (I also had to manage the trains of three trips, an overload that has not subsequently been repeated.) In the end, in order to fill all the required slots, I had to recruit business associates that had no railroading experience at all. This actually worked out well for the following reasons:

1. A significant percentage of railfans that volunteer as car hosts to do for just one reason: to get a free train ticket to run-by sites not accessible by automobile. These characters spend the entire day hogging the vestibule window and have absolutely no interaction with the passengers, leaving them in the dark as to what is happening and what they are seeing.

2. A non-railfan car host whose selection is based on personal knowledge of his/her interpersonal skills and good judgment can do a great job with the passengers. Their lack of familiarity with railroad safety rules is solved by careful training by the sponsoring organization and by the final mandatory UP safety meeting. There's not much you can do about their lack of railroad lore except give them good background information to study before the trip. I had terrific luck using these kinds of people as car hosts. Typically they were people who had extensive experience in business management and/or were naturally "good with people."

3. Obviously, the ideal car host is one that combines railroad history and safety knowledge with people-handling skills. These people do exist (often they are women) but there is never enough of them for a big show like a convention or multi-day trip, so you have to look elsewhere.

Thanks again to Tom Kelcec for detailing the economic realities that explain the cost of fares and why some trips just aren't possible. By the way, organizations looking to plan a

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trip should understand that it took two full years to orchestrate the 1992 convention trips and arranging the 1997 Tennessee Pass trip in less than a year was considered a miracle that probably could not have been pulled off by people who hadn't "been there, done that" many times before. The frustrations and pressures during this process are tremendous and hats off to Hal Lewis for "hanging in there" all these years —he's supposed to be retired but some days it sure looks like work!

ANDY MORRISON
Ooltewah, Tenn.

In the tunnel?

Shame on RAILFAN & RAILROAD. When you are judging the entries for the Cover One Contest (December 1998), you should be looking at not only the quality of the photograph but also how and where the picture was taken. Scott Snell should not have been included as a runner-up winner in this year's contest. His photograph of a Canadian Pacific train about to enter a tunnel in British Columbia is an excellent example of why some railfans give the majority of us a bad reputation. Standing inside a tunnel to photograph a train is not only a dangerous practice but also illegal. Mr. Snell was trespassing on railroad property and may have been arrested if he had been spotted by CPR police. It is no wonder that the railroads are fed up with this kind of action by railfans. R&R should not reward this type of action by an irresponsible railfan by including his photograph as a winner in your contest. You are only encouraging Mr. Snell and other like railfans to do the same. We will all lose in the long run.

I have taken many excellent pictures of trains over the years. I, however, would not stoop to Mr. Snell's level to get a picture.

WARREN MAYHEW
Beaconsfield, Que.

First, here at R&R we do not feel it is our job to police the railfan community at large. It is our job to encourage responsible railfanning, and we generally assume that most photographers (especially the "brand name" ones like Scott Snell) act in a responsible manner. There is no way we can determine if a photograph was taken from public property or from railroad property, and if it was taken from railroad property we have no way of determining if the photographer asked permission first or was trespassing. The truth is, we can't tell if a picture was taken from a public overpass or a signal bridge by just looking at it. If we were to reject every photo that crossed our desks because of the possibility that it was taken from private property without the owner's permission, we'd have a magazine full of grade crossing wedgies.

And second, it never occurred to us that Scott was standing in the tunnel to shoot the photograph in question. We assumed that the tracks curved immediately after exiting the tunnel and Scott was standing well off the tracks and using a telephoto lens to shoot through the short tunnel. As it turns out, this was precisely the case. Another scenario could have very well been that the train was stopped short of the tunnel and Scott checked with the crew, determined no move was imminent and safely took the photo of a stopped train. We simply can't tell by just looking at photos the exact conditions under which they were taken — S.B.

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

PHILADELPHIA, PENNSYLVANIA, January 30. *Super Saturday Streetcar Special VI* sponsored by Wilmington Chapter NRHS covering streetcar Route 23 using a PCC car. Numerous photo stops. Trip departs Germantown Depot 10am. Tickets $30 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; information phone 973/383-3355 (9am-6pm).

DEARBORN, MICHIGAN, February 6-8 and 13-15. Snow Train on the Algoma Central hosted by the Bluewater Michigan Chapter NRHS. All-inclusive fare $325, trip departs from Dearborn or Royal Oak. For more information contact Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296; 248/541-1000.

BOSTON, MASSACHUSETTS, February 12-21. *Great American Snowtrain* covering over 5000 miles via Amtrak. Travel to Isaac Walton Inn in Montana, Mall of America in Minnesota, more. Accomodations, transfers, lodging and all meals are included, fares start at $950 per person coach class (double occupancy). Information from Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009 or 617/361-4445.

HACKENSACK, NEW JERSEY, February 28. EastRAIL '99 sponsored by the United Railroad Historical Society of New Jersey at Bergen County Technical High School, 200 Hackensack Avenue, 10am-5pm. Program and vendors being finalized, topics will include New York metro operations, contemporary traction, steam and diesel. Other highlights include a steam whistle blow courtesy of Bergen Tech. Advance tickets $10 adults and $6 kids from URHS-NJ, c/o Volunteer Railroaders Association, 80 Royal Avenue, Hawthorne, NJ 07506. VISA/MC accepted at 973/238-0555.

STOCKTON, CALIFORNIA, March 13. *Winterail '99* Railroad Photography Exposition & Railroadiana Show & Sale at the Scottish Rite Masonic Center. Multi-media slide shows include *the Milwaukee Road* by Don Hunter, *Favorite Railroad Stories* by Bob Larson, *Central California Traction* by Dave Stanley, *Oroville Dam Railroad* by Kent Stephens and *Dreaming of Trains* by Leslie Wood. Tickets $20 from Vic Neves — *Winterail '99*, P.O. Box 23721, Oakland, CA 94623-0721.

WEST CHESTER, PENNSYLVANIA, March 20. Photographers' Special over the West Chester Railroad featuring Alco power. Numerous photo stops, after-dinner night photo session. Trip departs West Chester 12:30pm. Tickets $30 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; information phone 973/383-3355 (9am-6pm).

BOSTON, MASSACHUSETTS, March 26-28. *Cherry Blossom Special* will operate to Washington, D.C. via Amtrak's *Twilight Shoreliner* on Friday evening. Explore museums, see the Japanese Cherry Trees along the Potomac. Fares start at $300 coach class. For information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

WHIPPANY, NEW JERSEY, March 27-28 and April 3. *Easter Bunny Express* at the Whippany Railway Museum. Trains depart on the hour from noon-4pm. Fare $7. kids under 12 $4, babes-in-arms free. Reservations strongly recommended (no advance sales on any noon trip) from Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177; *www.interactive.net/~paullup/wrym.html*.

GREAT SLAVE LAKE RAIL TOUR will run April 2-11 to Canada's northern-most standard gauge rail point in Northwest Territories sponsored by Pacific Locomotive Association and Pacific Coast Chapter R&LHS. Trip departs San Francisco for flight to Vancouver, BC. Private cars travel behind VIA's Canadian through Jasper to Edmonton, then PV's only to Hay River. Fares start at $2975, Amtrak package from San Francisco available. For more information contact Henry Luna at 925/945-8938 weekdays.

ALASKA BY RAIL will run April 7-18 featuring trips on the White Pass & Yukon Route and the Alaska Railroad. Trip originates in Juneau with air option from Seattle and Los Angeles. Highlights include following a rotary snowplow on the WP&YR and private train on the ARR. Prices start at $2345 per person. For more information contact Rolland Graham, Mountain Outin' Tours, Inc., P.O. Box 70, East Irvine, CA 92650; 800/844-3985.

BOSTON, MASSACHUSETTS, April 16-15. Trip to Chicago via Amtrak's *Lake Shore Limited*. Seven nights at the same intown Chicago hotel, explore the Loop, waterways and railroads. Fares start at $1400 per person. For information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

ORRVILLE, OHIO, April 17-18. Rare mileage overnight special to Connellsville, Pa., over the Wheeling & Lake Erie Railway. Fare $159 per person includes coach ticket and deluxe motel (double-occupancy) in Pittsburgh. Tickets or information from Orrville Railroad Heritage Society, P.O. Box 11, Orrville, OH

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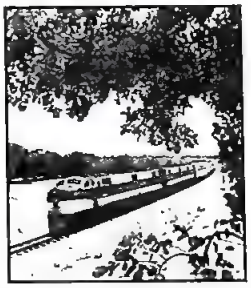

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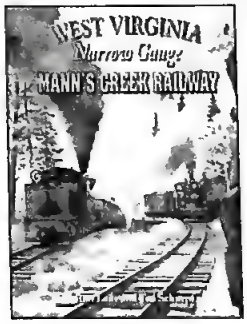

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April 22-25, Depot Days of Green County at Brodhead.
May 8-9, Madison to Prairie du Chien for Trains Unlimited, Tours.
May 14, Milwaukee to Horicon for WISE Division NMRA.
June 12, Neighborhood Appreciation Day at Markesan.
June 19-20, Depot Days at Edgarton.
July 2-5, Baraboo to Milwaukee for Great Circus Train.

MONTICELLO, ILLINOIS, April 24-25. The Monticello Railway Museum will operate photographers' trains featuring Wabash F7A 1189 on a freight, CNR FPA 6789 on a passenger train. Different photo opportunities each day, activities begin at 8:30am. Tickets $50 per day from Monticello Railway Museum, P.O. Box 401, Monticello, IL 61852; 217/762-9011.

HUNTSVILLE, ALABAMA, May 21-23. Annual meeting of Southern Railway Historical Association, Inc., with tours of Huntsville International Indermodal Center and Redstone Model Railroad Club. Yard and line tours, banquet at Huntsville depot, visit to North Alabama Railroad Museum, more. For registration and information contact SRHA, Inc., P.O. Box 33, Spencer, NC 28159.

ALTOONA, PENNSYLVANIA, June 17-20. Penn State 1999 Railroad Heritage Conference will feature Railroads in Art, Music & Literature. Study tours include Conrail locomotive and car shops, the Railroaders Memorial Museum and an excursion. Tuition $440 (includes meals and double-occupancy lodging). To be added to the mailing list contact Penn State Alumni Continuing Education, 501 Keller Building, University Park, PA 16802; 814/865-5466; e-mail *ACE@cde.psu.edu.*

SACRAMENTO, CALIFORNIA, June 18-27. *Railfair '99* at the California State Railroad Museum. Many visiting locomotives and rolling stock, including BNSF and UP diesels, Amtrak Talgo equipment and CalTrans California Cars. Visiting steam includes UP 4-8-4 844, Sierra 4-6-0 No.3 and Eureka & Palisade No.4 *Eureka.* Advance daily ticket prices are $12 adults, $9 kids 6-12, kids 5 and under free. Three-day and ten-day packages available. For updates, subscribe to *Railfair News* for $15 (six issues). For tickets or information contact the California State Railroad Museum Foundation at 916/445-6645 or e-mail at *csrmf@csrmf.org.* For subscriptions to *Railfair News* contact CSRM Foundation, Attn: *Railfair News,* 111 "I" Street, Sacramento, CA 95814; 916/322-8485.

SACRAMENTO, CALIFORNIA, June 21-26. Joint convention of the NRHS and R&LHS with the following trips. **June 22,** Amtrak train to Richmond, Cal., via Franklin Canyon or steam double-header on the McCloud River Railroad; **June 23,** UP 4-8-4 844 to Tehama, Cal.; **June 24,** Amtrak circle excursion to Oakland and San Francisco with layover for cable cars and streetcars, out via Martinez, return via Altamont Pass; **June 25,** seminars and Railfair; **June 26,** UP 4-6-6-4 3985 to Keddie via Feather River Canyon. Registration and convention details from NRHS/R&LHS Convention, P.O. Box 8289, San Jose, CA 95155-8289.

BOSTON, MASSACHUSETTS, June 25-July 11. *Rails to the Rockies* tour via Amtrak, BC Rail and VIA. Visit Banff, Lake Louise, Jasper, Prince George and Vancouver. Fares start at $2400 per person. For information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

INTERNATIONAL TOURS

S&S TOURS (865 El Camino Real, Sierra Vista, AZ 85635; 800/499-5685; *www.ss-tours.com*) is sponsoring five trips through Mexico's Copper Canyon. Dates are **February 16-23, March 19-26, July 6-13, September 21-28 and November 16-24.** Prices start at $1495. The February trip features railroad history with a visit to an operations yard, retired steam at a sugar plantation and a ride to Chihuahua City on the *Chihuahua al Pacifico.* Contact S&S for complete details.

TEFS LIMITED (189 Spring Beauty Drive, Lawrenceville, NJ 08648) is sponsoring the following foreign steam tours. Contact TEFS for details.
China, three different departures.
Australia, March 18-April 28, Tasmania, Victoria, New South Wales and South Australia. Do one segment or all four.
Ukraine, May 7-16, main line steam, standard and narrow gauge.
Zimbabwe, August 7-23, Garratts in regular service.
Myanmar, late October, main line charters and scheduled branch line steam.

RAILROADIANA MEETS

WEST SPRINGFIELD, MASSACHUSETTS, January 30-31. Big Railroad Hobby Show sponsored by the Amherst Railway Society at the Better Living Center and Young Building, Eastern States Exhibition, Memorial Avenue, 9am-5pm. Admission $6, kids 5-1 $1, under 5 free. Information: Robert A. Buck, show director, P.O. Box 718, Warren, MA 01083-0718; 413/436-0242.

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.
February 6-7, Fort Washington, Pa., Expo Center.
February 13-14, Monroeville, Pa., Pittsburgh Expo Mart.
February 20-21, Niles, Ohio, Eastwood Expo Center.
February 27-28, Edison, N.J., Convention & Expo Center.
March 6-7, Pennsauken, N.J., South Jersey Expo Center.
March 13-14, Stony Brook, N.Y., University Sports Complex.
March 20-21, Timonium, Md., Maryland State Fairgrounds.

GREAT AMERICAN TRAIN SHOW will be held at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652.
February 6-7, Nashville, Tenn., Municipal Auditorium.
February 6-7, Columbus, Ohio, Expo Center.
February 6-7, Albuquerque, N.M., Convention Center.
February 13-14, Winston-Salem, N.C., Dixie Classic Fairgrounds.
February 13-14, Indianapolis, Ind., State Fairgrounds.
February 13-14, Fresno, Cal., Big Fresno Fair.
February 20-21, Omaha, Neb., Civic Auditorium.
February 20-21, Baton Rouge, La., Riverside Centroplex.
February 20-21, Portland, Ore., Metropolitan Expo Center.
February 27-28, Mobile, Ala., Greater Gulf State Fairgrounds.
February 27-28, St. Louis, Mo., America's Center.
March 6-7, Mesquite, Tex., Rodeo Center.
March 6-7, Pomona, Cal., Fairplex.
March 13-14, Kansas City, Mo., American Royal Complex.
March 13-14, Reno, Nev., Reno-Sparks Convention Center.
March 20-21, Manchester, N.H., Center of New Hampshire.
March 20-21, Cincinnati, Ohio, Cincinnati Convention Center.
March 27-28, Austin, Tex., Convention Center.
March 27-28, Denver, Colo., National Western Complex.

ANDOVER, MASSACHUSETTS, February 7. Rail-A-Rama XXVIII sponsored by the Mystic Valley Railway Society at the Ramada Rolling Gree, 311 Lowell Street, Exit 43 off I-93 North. Admission $3, kids 5-12 $1, under 5 free. Information: Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

WARREN, MICHIGAN, February 7. Show & Sale sponsored by Gratiot Valley Railroad Club at Macomb Community College Field House, 10am-3pm. Admission $4, kids under 12 free. Information: Uwe Thormaehlen, 281 North Avenue, Mount Clemens, MI 48043; 810/468-4877; *www.michvhf.com/~gvrr.*

JACKSONVILLE, FLORIDA, February 13. Southeastern Railroadiana Collectors 20th Annual Railroad Collectibles & Model Train Show at Prime Osborn Convention Center, 1000 Water Street, 9am-4pm. Admission $4, kids under 13 free. Information: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

GILBERTSVILLE, PENNSYLVANIA, February 14. Gilbertsville Train-O-Rama at the Gilbertsville Fire House, Route 73, 9am-2pm. Admission $3, kids under 12 free with adult. Information: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512; 610/367-7857.

HUMBLE (HOUSTON), TEXAS, February 20-21. Greater Houston Train Show sponsored by the San Jacinto Model Railroad Club and NMRA Division 8 at the Humble Civic Center, 8233 Will Clayton Parkway, 11am-5pm. Admission $5, kids 6-11 $3, kids under 6 free, family package $12. Information: Dale Farney, 7887 Green Lawn Drive, Houston, TX 77088; 281/931-7311.

PITTSBURGH, PENNSYLVANIA, February 21. Classic Trains & Exhibitions show at the Holiday Inn South, 10am-4pm. Admission $3, kids under 12 free. Information: Glen Groff, 3385 Brigadoon Circle SW, Dalton, OH 44618; 800/833-0612.

RICHMOND, INDIANA, February 21. All Train Flea Market at the National Guard Armory, 1200 West Main, 10am-3pm. Admission $2, kids under 12 free. Information: Larry Zeller, 4646 West U.S. Route 36, Piqua, OH 45356; 937/773-7186.

LAPEER, MICHIGAN, February 28. 15th Annual Railroad Swap Meet sponsored by Lapeer Model Railroad Club at American Legion Hall Post 16, 1701 West Genesee Road, 10am-3pm. Admission $3, kids under 4 free. Information: Joseph Biondo, 15680 Imlay City Road, Capac, MI 48014-2300.

CLARK, NEW JERSEY, March 7. Annual Train Show & Sale sponsored by Jersey Central Chapter NRHS at Mother Seton Regional High School, Garden State Parkway Exit 135, 9am-3:30pm. Admission $4, family maximum $8. Information: Jersey Central Train Show, c/o Mitch Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904-2515.

DEARBORN, MICHIGAN, March 7. 9th Annual Memorabilia Show sponsored by Bluewater Michigan Chapter NRHS at St. Martha's Church, Oakwood Boulevard. Information: Bluewater Michigan NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 or Ray Nikolai at 313/277-2419 (5pm-9pm weekdays).

CLEMSON-SENECA, SOUTH CAROLINA, March 13. NMRA & Central Railway Model & Historical Association Train Show at United Assembly of God Church, U.S. 123, 10am-4pm. Admission $3. Information: Dennis Moriarty at 864/888-2332.

BURNABY, BRITISH COLUMBIA, March 14. 17th Annual Western Rails Model Railroad & Railroadiana Show, 9am-4pm. Admission $2, family $5. Information: Paul Roy, 3478 Winlake Cres., Burnaby, B.C. V5A 2G5; 604/420-1292; e-mail *proy@rogers.wave.ca.*

ST. LOUIS, MISSOURI, March 20. Boeing Employees' Railroad Club Railroad Swap Meet at Greensfelder Recreation Complex, Queeny Park, 550 Weldman Road, 10am-3pm. Admission $2, kids under 12 free. Information: Wayne Schimmel, 733 Hwy Y, Winfield, MO 63389-2206; 314/668-6313 (after 6:30pm CT).

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Albany, NY to Pittsfield, MA..... 23A
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Springfield to Worcester, MA..... 23C
Worcester to Boston, MA..... 23D
Enola, PA to Shocks Mills Bridge..... 24A
Shocks Mills Bridge to Holtwood, PA..... 24B
Holtwood to Port Deposit, PA..... 24C
Port Deposit, PA to Amtrak "OAK" interlocking. 24D
Chicago to Miller, In..... 25A
Miller to Michigan City, IN..... 25B
Michigan City to South Bend, IN..... 25C
Atlanta, GA to Meridian,MS(6 Parts) 30-1-2-3-4-5-6
Franklin , MA to South Station plus Highlights. 36
North Station to Fitchburg, MA..... 37
Rockport, MA to North Station..... 38
Attleboro, MA to So. Sta. & Lowell to No. Sta.... 39
Ipswich, MA to No. Sta. & Stoughton to So. Sta. 40
No Sta to Haverhill, MA & Framingham to So Sta 41
Richmond to Alexandria, VA..(4 Parts)... 48-1-2-3-4
Atlantic City to Atco, NJ..... 53A
Atco, NJ to 30th Street Station, Philadelphia.... 53B
Hoboken to Gladstone, NJ..... 58
Hoboken, NJ to Suffern, NY..(Erie Main Line)... 61
Hoboken, NJ to Spring Valley, NY..... 62
Suffren to Campbell Hall, NY..... 63A
Campbell Hall to Port Jervis, NY..... 63B
Hoboken to Montclair, NJ..... 67
Hoboken to Netcong, NJ..... 68
Chicago Union Station to Aurora, IL..... 72
Elwyn to Wayne Junction, PA..... 73
Wayne Junction (Phila.) to West Trenton, NJ.. 74
30th Street Sta., Philadelphia to Norristown, PA 75
Lindenwold, NJ to Philadelphia, PA..... 71
69th Street Phila. to Norristown..... 46
Media Sharon Hill Line to 69th Street..... 50

Groton, CT to Gardner, MA 4 parts).....81-1-2-3-4
Providence, RI to Worcester, MA.....82
Jamaica to Speonk, NY.....85
Babylon to Patchogue & return.....86
Pt. Jeff. to Hunt. & Jamaica to L.I. City.....89
Long Beach to Los Angeles, CA..... 91
Greenport to Ronkonkoma, NY.....102
Ronkonkoma to Jamaica, NY.....103
Jamaica to Speonk (via Main Line).....104
Speonk to Montauk, NY.....105
Anchorage to Fairbanks, AK(7parts) 95-1-2-3-4-5-6-7
Meadows Yard to Dover, NJ..... 94
Jamaica to Oyster Bay, NY.....111
Penn Sta. to Cold Spr. Harbor, NY.....112
Cold Sp. Harbor to Pt. Jefferson, NY.....113
New London to Willimantic, CT.....119
Willimantic, CT to Palmer, MA.....120
Brattleboro, VT to Walpole, NH.....122
Palmer, MA to Brattleboro, VT.....123
St. Albans to Northfield, VT.....124
Northfield to Hartford, VT.....125
Walpole, NH to Hartford, VT..... 126
PennSta.NY to South Amboy, NJ (GG-1)(B&W)131

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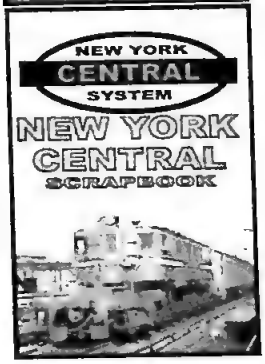

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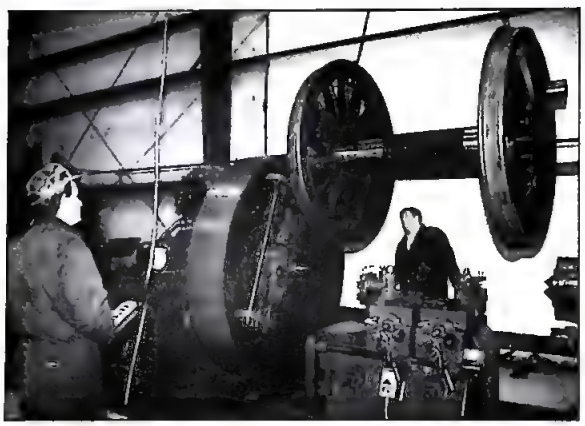
LINESIDE LEGACY

by JEFF TERRY

Tennessee Valley Railroad Museum

BIG THINGS ARE HAPPENING these days at the Tennessee Valley Railroad Museum in Chattanooga. First and foremost is the construction of a wheel shop that will aid the museum in the maintenance and restoration of its locomotive collection. Over the past decade the museum has been slowly collecting the needed machinery to build a wheel shop, and now has in its possession a 90-inch, 75-ton wheel lathe from the Baltimore & Ohio shop in Pittsburgh; a vertical turret lathe; a horizontal milling machine; a quartering machine and a journal lathe (the latter two were brought over from Poland in 1996). Recently these items were installed in an extension built onto the TVRM East Chattanooga shop complex, and to date restoration has been completed on the journal lathe and quartering machine, and has been started on the wheel lathe. All of the machines will be powered by a state-of-the-art motor control center when the shop is finished in 1999. Once completed, TVRM will have in operation one of the most complete wheel shops on any North American tourist railroad.



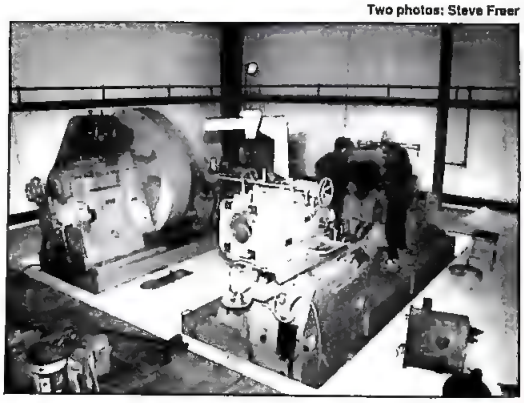
As many faithful readers of this magazine know, the TVRM is one of the most active railroad museums in the United States. Besides operating daily excursion trips during the summer on their three-mile railroad, the museum sponsors and operates main line excursions throughout the year (generally in the vicinity of the museum), and is very active in the preservation field. As with most historic railroads, the TVRM devotes large amounts of time and money to the maintenance and upkeep of equipment in its possession.

The most famous locomotive in the collection, Southern Railway 2-8-2 4501, was removed from service in September 1998 at the expiration of its boiler certificate. The former fantripper is now stored in "semi-retirement" and will be evaluated in the near future to determine what repairs are needed to make it roadworthy. At the present time, it is known that 4501 requires boiler, firebox, and running gear repairs before it can steam again.

Another locomotive at TVRM that is associated with the Southern Railway steam program is 2-8-0 630, which the Southern acquired from the East Tennessee & Western North Carolina in 1967 for fantrip service along with sister 2-8-0 722. The 630 has been at TVRM since 1979, and operated regularly until 1989 when it was removed from service for a major overhaul. Now a candidate for restoration, the 630 will require major repairs to the running gear, including wheel work, as well as boiler repairs including new tubes and flues. The 722, incidentally, called the TVRM home from 1983 to 1992 and is now on display at Asheville, North Carolina.

Currently holding down the steam train duties at the museum is former U. S. Army 2-8-0 610, which was restored and first operated by the TVRM in 1990. During the summer of '98 the engine was given a thorough overhaul which included boiler and major firebox repairs (all four corners were badly deteriorated and needed replacement) which will allow it to operate for many years to come. The 610 was built by Baldwin-Lima-Hamilton in 1952 and has the distinction of being the very last steam locomotive built for domestic use in the

Two photos: Steve Freer



THE STEAM SHOP at the Tennessee Valley Railroad Museum now has a journal lathe (left) and quartering machine (right) for wheel work. Shop foreman George Walker worked the controls as Mike Brown assisted as a wheelset from Southern Railway 2-8-2 4501 was lifted from the journal lathe (**top**).

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United States. It is one of two former U.S. Army 2-8-0s owned by the museum, the other being former U.S.A. 611, which spent many years in storage at the Texas State Railway before coming to Tennessee. The 611's rare Poppet valve gear and general state of disrepair means it probably won't be restored to operation.

One other steam locomotive at TVRM is a candidate for future restoration. This is former Kentucky & Tennessee 2-8-2 10, best known for operating just one excursion in 1965 disguised as "NO&NE No.6910" (it hasn't operated since). At this time the TVRM feels No.10 is simply too large for operation over the museum's three-mile line, and the expense of overhauling a big engine to run only a few times a year cannot be justified. No.10 was to have been restored to resemble a Nashville, Chattanooga & St. Louis 2-8-2 with the addition of a Vanderbuilt tender and numbered 620, but now is in storage after some work on its boiler.

Besides the steam fleet, the TVRM collection includes several diesel locomotives, many of which are serviceable. As reported in the December '98 R&R, two U.S. Army GP-7L's have been refurbished and repainted into an attractive maroon-and-black scheme and lettered "Tennessee Valley" for use on diesel-powered passenger trains. The museum also maintains and operates two ex-B&O RDC cars, three former U.S. Air Force RSD1s, and has a nearly-serviceable Southern E-8 and "NS&StL" Baldwin VO1000 (actually a former U. S. Army locomotive).

TVRM trains operate daily from May through October, and on Sundays in April and November. For more information you can contact them at 4119 Cromwell Road, Chattanooga, TN 37421-2119 or call 423/894-8028. They also maintain a website at *www.chattanooga.net/rail*. Thanks to Steve Freer for the TVRM update.

Coopersville & Marne Railway photo

THE TOWER THAT PROTECTED the crossing of the Grand Trunk Western and Pere Marquette at Greenville, Michigan, has been preserved by the Coopersville & Marne tourist railroad. The tower was relocated to Coopersville by CAM volunteers using a flatbed trailer.

Coopersville & Marne

Michigan tourist road Coopersville & Marne Railway recently renovated an historic switch tower that once protected the Grand Trunk Western/Peer Marquette interlocking at Greenville, Michigan. The tower was about to be destroyed to make way for some new track work when C&MR volunteers rescued it and hauled the tower, tipped on its side and loaded on a flatbed trailer, to Coopersville. Once on the property volunteers poured a new concrete foundation for the tower, then began the task of removing the old batten boards, and securing the siding found underneath. New siding was applied over the old, and new batten boards were installed. In addition all windows were replaced (the new ones closely replicate the originals) and a new roof was fabricated to replace the extensively rotted original. The tower's interior has not been touched save for cleaning; all manual interlocking levers remain in place. The completed tower now occupies a place of prominence in downtown Coopersville.

One of the lesser-known tourist lines, the Coopersville & Marne operates both freight and passenger service using all-volunteer labor over a former Grand Trunk Western line. Excursion trains operate on weekends during the summer months and are usually powered by a former GTW SW9 pulling ex-Canadian National coaches. A steam locomotive is on the property, former CN 4-6-0 No.1395, built by Montreal in 1905 for the Canadian Northern. After changing hands several times during the 1960s the engine is now displayed at Coopersville, and is owned by C&MR president Jeff DuPlika (who also owns another CNR steamer that was at Coopersville, 0-6-0 No. 7456; it has since been moved to the campus of nearby Montcalm Community College for display at "Heritage Village"). The C&MR also has in their collection an ex-Green Bay & Western Alco RS1, a C&O 250-ton wreck crane, and several 1900-era wood cabooses from various local railroads. You can contact them at 616/837-7000 for more information. Thanks to Carl J. Sinke for the C&MR news.

McCloud Railway steam

McCloud River Railway 2-8-2 No.18 returned to its home rails in August 1998 after a 40 year absence. The McCloud Railway, operators of the old McCloud River, purchased the steam locomotive from California short

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line Yreka Western and had it shipped to McCloud where it arrived on August 9, 1998, for evaluation and possible operation. The former logger, built by Baldwin in 1914, had been at Yreka since 1956 when McCloud River sold it for service on the YW. In the late 1950s the 18 and another ex-McCloud Mikado, No.19, operated several fan trips over the YW before they were retired and stored in the Yreka enginehouse. Over the next four decades the 18 remained in storage but 19 would travel to Oregon in 1971 for a career on the Oregon, Pacific & Eastern. No.19 returned toYreka in 1988 to power the YW's "Blue Goose" excursion trains, which it still does every summer.

If everything goes as planned, McCloud Railway hopes to have the 18 serviceable by June for a double-header with McCloud River 2-6-2 25, which was restored by the railroad two years ago. The event is part of the 1999 Railway & Locomotive Historical Society Convention that is being held in conjuction with the 1999 NRHS convention in Sacramento, California June 21-26. Watch R&R's TIMETABLE section for trip details.

I'd Like You To Meet ...

Joe Greenstein

The photographer behind our Long Island City feature is carving out his niche by capturing the urban scene. Joe Greenstein relates his story as follows.

"Some of my earliest (and sootiest) childhood memories involve the final days of steam on the Long Island and the New York & Long Branch. I was born in 1941 and grew up in Brooklyn. I studied art at Pratt Institute, taking photography courses there, too. After college I became an abstract painter. The best thing about being an artist is the lifelong commitment to self-discovery. Along the way, I've lived in upstate New York, Spain, France, Florida and California, but came back to New York City in 1976. I now live in Brooklyn with my wife Dawn, an architect.

"My involvement in railroad photography and writing began a little more than six years ago, so I'm relatively new to the game. For many years before that, I can honestly admit that I was in 'rail denial' (although truth be known, if I was anywhere near a railroad track, my attention was always pinned on it). In the past half dozen years, it has been my pleasure to be published in most of the top rail magazines. I've also done freelance assignments for area railroads and rail suppliers and exhibited my photographs in several New York galleries. Incidentally, other samples of my work can be seen online at *www/ideaquest.com/*

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"More than an enthusiast, I consider myself to be a rail advocate. Many of the operating systems on today's railroads are still based on 19th century technology (and I say that with all due respect, since that technology includes proven fail-safes that have withstood the test of time). But railroads are now entering the digital age, and that means that every aspect of their operations, from propulsion systems to accounting systems, will be subject to reexamination. Yes, I love steam and first-generation diesels, but I'm also willing to go with the flow. Change is in the wind, and I find that very exciting. This is especially true now in New York City, where passenger railroading is becoming high-tech and high-speed, and freight railroading is reawakening after 30 dormant years.

"Photographing in urban areas, which is what I do most, has its unique problems. For starters, trains don't run through the best parts of town. Railroading tends to happen in dangerous and difficult-to-access places (this situation would be very different in Greenstein City, I can tell you). Therefore I study each circumstance carefully from a personal safety point of view, and even then, I'm always on guard. I usually like my urban rail photos to include all the structure and clutter of the surroundings. In composing a shot, I try to anticipate beforehand the visual impact that an approaching train will have. How will it fill the frame? How will the light hit it? What background details will be blotted out? What shadows will be cast by overhead wires, poles or signal masts? Once I've found a good location, I will return there again and again over time. But since New York City is constantly deconstructing and recreating itself, there inevitably comes the day when I go back to discover that my favorite photo spot has changed (and usually not for the better).

"I use Canon EOS equipment, an A2E and an Elan as backup, and generally shoot Fuji slide film, mainly Provia. I've also gotten into doing my own color printing.

"Although I will always continue with my painting, I am extremely grateful that this second career came along when it did. My interest in railroading, after percolating for many years, has now erupted into a full-blown passion. And for all the places I've been and all the things I've done, there's one thing I can definitely tell you — whenever I hear a whistle in the distance and then see that headlight come sweeping around the bend, at that moment I'm a happy man."

William C. Vantuono

The author of our feature on Mexico's modernization comes to us from the ranks of the rail trade magazines. William C. Vantuono is executive editor of *Railway Age*. Bill shares with us his story.

"I'm like a lot of people in the railroad industry in that I was exposed to railroading at an early age. My earliest recollection is, at five years old, receiving a Lionel train set for Christmas from my parents. My uncle assembled it, and for years to come it was a part of my family's Christmas celebrations. I still have it.

"What really got me 'hooked,' as the saying goes, were my experiences growing up in the North Ward of Newark, New Jersey, in the 1960s. My father wasn't a rail buff by any means, but almost every Saturday, he would take my sister and me to nearby Branch Brook Park. The highlight of the afternoon would be an excursion to Penn Station Newark on the City Subway. We'd board at the Davenport Avenue station in the park and, at five or six years old, I was mesmerized by the ride on the PCC cars, which I used to call 'the bus on the tracks.' When we got to Penn Station, we'd get dixie cups of vanilla ice cream, the type with the flat wooden spoon, and go upstairs to watch the Pennsylvania Railroad trains pull in. I remember the dusty GG1 locomotives and tuscan red passenger coaches very well, although at the time I didn't quite know what they were.

"When I got a little older, I'd ride my bike down to the City Subway's Franklin Avenue turnaround to watch the PCC's coming around the loop, flanges squealing like crazy. Some people find that sound irritating, but it's music to my ears. These days, I pass through Penn Station Newark every day on my commute from the Jersey Shore to *Railway Age's* New York City offices, and every once in a while will have the occasion to ride the City Subway to my old neighborhood. It's those times that I feel like a child again. I look forward to seeing new, high-tech, low-floor light rail vehicles (which NJ Transit has ordered as part of a larger procurement for the Hudson-Bergen LRT) on the City Subway, but I'll miss those old PCC cars. They're rather timeless.

"My interest in railroading got more serious when I moved to Manasquan, New Jersey, in 1984, and joined the North Jersey Coast Model Railroad Club, which was housed in the second floor of NJ Transit's Elberon train station. There, I became friends with Lou Cooke, who co-founded the club in 1951. Cooke regaled me with many stories about the New York & Long Branch (he was in the PRR's tragic Woodbridge wreck in February, 1951 — fortunately in the last car, which didn't derail), and about the Jersey Shore Commuter's Club, of which he was a member from the 1940s until his retirement.

"The Elberon station unfortunately burned down in 1987 in the midst of renovation, but the North Jersey Coast Model Railroad Club is still active. The Jersey Shore Commuter's Club, of which I have been a member since 1993, is going strong after 66 years. The club's vintage parlor car, PRR P70 No. 1734, was retired in 1983 and is now part of the United Railway Historical Society of New Jersey collection. The interior, which featured lounge chairs, card tables, and a bar, was installed by the PRR's Altoona Shops in 1966 during an overhaul. Its configuration was based on a design supplied by Cooke, a graphic artist. I still have the blueprints, which were passed on to

me by Cooke's family upon his death in 1990.

"Today, the JSCC's club car, NJ Transit Bombardier Comet IIB No.5759, can be found next to the ALP44 'motor' on the 7:14 a.m. out of Long Branch and the 5:27 p.m. out of New York Penn Station. It's the only club car on the railroad, and the club's space actually occupies about 3/4 of the car, separated by a bulkhead and door from the standard seating area. We've got lounge chairs and tables, which make the daily commute (my wife Karen and I live in Brick, New Jersey, and I start my commute on a diesel train at Manasquan) a lot easier. Interestingly, 5759 and the entire Comet II fleet are due for an overhaul and upgrade, and I've been put in charge of refitting our club space.

"I feel as though I owe my career with *Railway Age* to Lou Cooke and the model railway club, because my activities led to my introduction to Bob Lewis, *Railway Age's* longtime publisher, in 1991. At the time, I was working in the publications department at Stevens Institute of Technology, Hoboken, and commuting by rail from Manasquan. One evening, curious about the present state of the JSCC, I boarded at Newark and wandered into the club car, asking for anyone who might be familiar with the club's history and who might have known my good friend Lou. Bob Lewis introduced himself and we got to be friends. A year later, he offered me the job of Managing Editor of *Railway Age,* which of course I accepted immediately! Lewis, one of the railway industry's best known and most respected figures, has since 'retired' to Florida, but at 82 remains active as a consultant.

"After nearly seven years working for the industry's oldest and most respected trade publication, I've come to know many outstanding people — railroaders, suppliers, consultants. The industry is like a family, and I feel privileged to be a part of it.

"My work as Executive Editor of *Railway Age* has allowed me to travel all over North America and Europe. One of the most rewarding experiences has been my involvement with the privatization of Mexico's railway system. I've been covering it for *Railway Age* since privatization was first considered in 1992, on the eve of the North American Free Trade Agreement. While much has been published in the trade and business press, little has been written in railway enthusiast magazines. That's what prompted me to write this article for RAILFAN & RAILROAD.

"Mexican privatization is one of the most important developments of late 20th century railroading. Thanks, Steve Barry, for allowing me to tell the story in R&R. I hope your readers find it educational as well as enjoyable." ⊂

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THE ENGINEER'S SEAT

by THOMAS D. DRESSLER

The three-dollar lantern

MOST TRAINMEN, CONDUCTORS and brakemen like to brag that if it weren't for them and their "three-dollar lantern" nothing would ever get done on a railroad. Virtually all enginemen would naturally reply to such wiseacre statements with, "Say fellow, it ain't my fault you went to the wrong door when you hired on," referring to the fact that they went to see the Trainmaster, who in days of yore hired train service employees — brakemen who eventually became conductors — when they were looking for a job. Engine service employees were hired by the Road Foreman of Engines and, eventually, the newly hired firemen became engineers. In the old days, the Trainmaster and Road Foreman of Engines usually occupied separate offices and you went through one door or the other when you were looking for employment.

I had only been in Engine Service for about eight months, and on this particular trip I was firing for one of the better Columbus District (Scioto Division of the N&W) engineers and was doing my best to absorb everything I possibly could for the day when I would an Engineer myself. We were called for train number Second/99, reporting at 1:45 a.m. Second/99 was more commonly referred to as "Rigormortis," as it was usually called right in the middle of the night time rush of westbound trains out of Portsmouth, Ohio, our home terminal. On this particular night, we would be leaving Portsmouth with 108 cars of mixed freight with several stops to be made. Our power was two 600-series GP9s and a filthy, smokin' clunker of an engine on the rear of the consist, more commonly referred to as an Alco RS11.

If you will, please allow me to digress just a little. The 600s were the last, and best, GP9s purchased by the N&W and were excellent engines — fast to move when you cracked the throttle, good brakes and they had that certain beautiful bone-chilling EMD 567-prime mover sound when the throttle setting was changed. Until the GP9s and GP18s were retired, I had many persons riding on the headend complain when I kept the window cracked in cold weather, just to hear that 567 sound. There was nothing like it, especially if you were running long hood lead. We have very little trouble with the GP9s and if something did go wrong, it was easily fixed, in more or less clean working surroundings.

However, the Alcos were another story, especially with an RS11 in your consist. You figured you would have to make at least one trip back through your engines to reset a tripped relay and restart the danged thing as they were not very reliable. In the event an Alco was "right", meaning running as they should, they would pull anything you could hang behind them. But if they were "wrong," look out. You would be filthy and covered with grime and exhaust residue as they were notoriously dirty.

Catching Second/99 usually meant you would be on duty for the full allowable twelve hours under the Federal Hours of Service Act and get run around at least once and possibly more. And there is very little that upsets a pool crew more, when working outbound from their home terminal, than to get run around — that meant they would be that many more times out when they arrived at their away-from-home terminal, which of course prolonged their stay.

For those unfamiliar with the workings of the railroad, in freight pools with unassigned runs, most crews work on a first-in, first-out basis, which means that the first crew into a terminal is the first crew called to go back on the road to their home terminal. Instead of having a few more hours at home, they spent this extra time at the away location. On the other hand, getting run around heading back home was a luxury, as it gave the crew several additional hours at home with their families. In the event a crew went into a their away terminal five times out, they were there until the fifth train was called back to their home terminal. In the meantime, if a crew had run around them, that crew was, in many instances, already on the road heading home. Most crewmen wanted as much time at home as possible. Notice I said "most" — many of the "money hogs" were so obsessed with making as many bucks as possible they didn't care where they laid over, just as long as they made more runs and, consequently, more money.

Getting back to our story, "Rigormortis" was the trash train — a long train leaving Portsmouth, too many stops between terminals with too much junk work in between. On the head end was a large setoff of 38 cars of mixed freight for the Detroit, Toledo & Ironton at Glen Jean (Waverly), Ohio, 16 cars for the Baltimore & Ohio (the old Cincinnati, Hamilton & Dayton) at Renick (Chillicothe), another large setoff of 21 at Dorney for the Circleville Road Switcher, 24 more cars for both the Chesapeake & Ohio and Pennsylvania at Watkins Yard at the south edge of Columbus and, finally, a hand full — nine cars — for the N&W's Joyce Avenue Yards in downtown Columbus. Back in those old days — 1970 — the 24 cars for the Pennsy and C&O at Watkins were a straight setoff, with no "switching out" or "setting over" to place them on the proper interchange tracks. If a road crew was required to do this work, they received and extra day in penalty pay, so at most such locations a yard crew did the switching work. Nowadays, road crews may be instructed to make multiple "set overs" with no penalty involved due to working rules changes).

In the event there were any pickups needed at any of the sidings between Portsmouth and Columbus, good ol' Second/99 got them, and if there were any restricted cars or movements such as scale test cars (30 m.p.h.) or Clam Shell cranes (35 per), "Rigor" was right there to handle the grubby

work. Luckily we had no restricted cars or pickups this trip.

Leaving Portsmouth, both the head brakeman and flagman (rear brakeman) rode the headend to assist with the setoff at Glen Jean because there was a long crossover between the main lines and several internal switches. The flagman then caught the caboose and rested for the balance of the trip, leaving the remaining setoff work to the head brakie.

After making the Glen Jean setoff, we proceeded to Renick and, after discussing our moves with the head brakeman, it was decided to go on up to the "top end," or west end, of the Renick middle track, which might possibly put us in a little better position when ready to leave to prevent getting run around. There was a short crossover from the westbound main to the middle track near the mid-point, but if we put our cars there it would require handling the time delay switches. (Time delay switches were used in virtually all locations on the main lines to prevent the premature opening of the switch, which could cause an accident. They had a mechanical time delay feature which, after the switch lock was removed, began counting down. The employee handling the switch had to wait five minutes before it could be thrown). If we had to wait for a switch to time-out, we would also have to cut a road crossing. All this would require twelve to 15 additional minutes and possibly permit another westbound behind us to catch up and "clean" us. Both main lines at Chillicothe were CTC-controlled and signaled for operation in both direction, and it was a simple matter to run one train around another. The tracks at Renick laid in a sweeping S-curve, first to the left, then to the right with the middle track in between them, of course.

The brakeman dropped off to make the cut and then flagged down. He then signaled the engineer to pull ahead to clear the switch and then flagged down again when in the clear. He "bent" the rail to the siding and then gave a slow backup signal with his ever-present "brakemans' friend," his lantern, and caught the rear car of the setoff. Shortly thereafter, the brakeman went out of the Engineer's sight due to the track curvature, then a few seconds later, as the engines backed slowly through the S-curve, he came into my view and I could plainly see his lantern. He was giving me a faster backup.

All of this was standard practice then — to do a blind backup slowly until the brakeman's signal could be clearly seen by the engineer or fireman, then increase the speed a little until the cars were in the clear. However, this was against the Operating Rules of the N&W, and today blind backing is strictly prohibited. Any crew caught making such moves is severely reprimanded. Some still do it, though, as in a few locations it is impossible to see the brakie at all times while backing.

I called to my Engineer, "I have him now. Come on back," and while intently watching the lantern, it suddenly dropped to the ground and bounced up under the train, still lighted and being knocked all over the underside of several cars. Being a new employee and not yet at ease with my responsibilities, I was scared witless and screamed, "Stop! Stop! Something went wrong!" Without any hesitation or question of my loud warning whatsoever on his part, he applied the brakes in emergency. As soon as our movement came to a dead stop, he quickly jumped over to my side of the cab, looked out the window and asked what was wrong. I was barely able to mutter about the lamp falling and then bouncing up under the train, and he could understand my trepidation. With the lantern not moving but still glaring at us, we both were sure the brakeman had fallen under the train and had been run over. We both were visibly shaken up and thinking all kinds of dire thoughts, and both near tears when my engineer said, "Well, one of us will have to go back and see what happened." At this point, I was conjuring all kinds of excuses in my mind as to why I should stay on the engine. I was not prepared to investigate what I supposed was a tragedy — the brakie was a high school classmate of mine and a good friend!

Again I mournfully glanced back over the setoff again and, lo and behold, hardly believing my eyes, I could see a tiny, feeble, dimly flickering, yellow-orange light giving us a slow backup. We discussed it, and my engineer told me to blow four long blasts of the Nathan five-chime air horn from my control stand of the dual-control unit. Four long blasts is a call for signals, to which we again received another faint backup signal. Moving back to the right side of the engine, he gave the horns three short toots for a backup move and we moved to completed the setoff. I looked west as we were backing and there lay the still-lighted lantern between the rails, shining up at us as if to laughingly say, "I really scared the living crap outta you guys, didn't I?"

After the units were cut from the setoff, the head man climbed up onto the lead unit and came through the cab door in front of me with a sheepish grin, saying, "I dropped my lantern but it was a danged good thing I had my cigarette lighter with me." We moved forward and stopped short of the still-bright lantern, and the headman dropped to the ground to retrive his friend. The lantern was examined closely and, other than a few scratches and scrapes, it was in near-perfect condition, still shining brightly.

Soon the engines were back on the train, and we made a very quick (maybe not even a legal) federally-required air brake test and proceeded west without any further incidents albeit with thoughts in the back of our minds as to what might have been had the brakeman still been holding his "three-dollar lantern" when it went under the train.

One good thing about this trip on Second/99 — we didn't get run around, as the next westbound behind us had some bad order cars to set out before it left Portsmouth. We were on duty only ten hours and 50 minutes, which wasn't a bad run for that train. After a seemingly quick eight-hour layover in Columbus we came back to Portsmouth on time freight 86 in three hours and 25 minutes on duty, *and* no lost lanterns.

I am sure you can guess what train I was called for 18 months later for my very first run as Engineer - that's right - Second/99. However, that is a different story, one with a much different ending which we will discuss later.

The Brakeman's Friend, the "three-dollar lantern" is still being made, but I am sure they cost the Norfolk Southern a lot more than three bucks now.

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UP Doubletracks former Chicago & Northwestern Mainline

THE DAY HAS FINALLY ARRIVED when the new doubletrack section of former C&NW mainline across West Iowa from West Dennison to Missouri Valley is complete. On December 1, 1998, Union Pacific special SCBCB-01 with E9 No.951 on the east and E9 No.949 on the west bracketing Power Car 207, and coaches *Arden, City of Los Angeles, City of Denver, City of Portland, Challenger/ Walter Dean, Columbine and Selma*, kicked off the ceremonies. The special departed Council Bluffs and 9:00 a.m., arrived Missouri Valley (Canal Street) at 9:50, left at 10:20 after a short speech by UP president Jerry Davis, arrived Denison at 11:00 for a 20 minute layover, and then made its way back to Council Bluffs by 1:45 p.m. The train was backed down the Council Bluffs Subdivision through a large banner bearing the inscription "Iowa's Double Track is Back" that was erected across the track.

The dedication culminated a three-year, $88 million construction project by the Union Pacific. Altogether, 47 miles of continuous welded rail was installed. The also UP built or reconstructed 60 bridges and 45 culverts and installed bi-directional signalling with centralized traffic control as well as 117,849 concrete and wood ties and 53 track turnouts. In addition, 620,000 tons of subbase and ballast were used and a total of 162 miles of control cable was laid for communications and signalling — *DANA GREFE.*

NS/CSX Set Closing Date

MARCH 1, 1999, HAS BEEN SET AS THE TARGET DATE for the closing of the Conrail acqisition by CSX and Norfolk Southern. This date is subject to a number of contingencies, including attainment of necessary labor implementing agreements, a determination that all necessary systems are in place and that implementation can be accomplished safely and with a minimum of service disruptions.

After March 1st, Conrail will continue as a rail carrier operating the Shared Assets Areas (SAA's) for the benefit of NS and CSX. Various agreements relating to allocation and operation of Conrail assets will become effective on that date as well. This will include operating agreements covering the use of assets that will be owned by Pennsylvania Lines (PRR/NS) and New York Central Lines (NYC/CSX), and operating agreements governing the SAA's and various trackage rights agreements. Conrail will no longer appear in waybill routing. After the closing date, all traffic will be waybilled by either CSX or NS. Also effective the closing date, all new CSX and NS employees will be paid via the respective payrolls.

In preparation of the takeover, representatives of Norfolk Southern, CSX and Conrail made a joint presentation to the Port Authority of New York and New Jersey on November 20, 1998. Rick Crawford, special assistant, NS chairman's office, said the meeting resulted in a, "frank discussion with the Port Authority about rail infrastructure improvements in northern New Jersey and capacity needs for the future in order to improve access and better facilitate service to the ports."

D&H Dispatchers to Remain in U.S.

THE SURFACE TRANSPORTATION BOARD has ordered that Delaware & Hudson dispatching offices remain in the United States. The decision, announced on Friday, November 27, 1998, affects five dispatching positions that Canadian Pacific planned to move from Milwaukee, Wisconsin, to Montreal, Quebec. Originally, the Surface Transportation Board stated that the jobs could be moved.

The current dispatchers, based in Milwaukee, asked for a reopening of the proceedings, and a statement from the Federal Railroad Administration was obtained which suggested that the offices stay in the United States. The FRA is proposing a new regulation that all rail lines in the United States be dispatched from U.S. soil. The possible FRA decision forced a review of this case; the STB decided that the jobs should remain in the U.S. (Milwaukee) and therefore sided with the FRA.

The STB decision states, "The Board now has in the record for the first time a definitive statement from the FRA that these positions should not be moved. Given this statement by the FRA that the transfer of these positions could adversely affect rail safety, we will not allow their transfer to go forward under the authority of our labor conditions. Therefore, the carriers are hereby ordered to refrain from consummating their transaction by effecting these transfers until we have been advised that the safety concerns of FRA have been satisfied."

The decision comes with great relief to the dispatchers. Just six years ago, the dispatchers were moved to Milwaukee from the Albany, New York, area. No official statement has been released from Canadian Pacific — *AARON KELLER.*

Wilmington & Western Returns Atlanta, Birmingham & Atlantic No.58 to Steam

THE FORMER ATLANTA, BIRMINGHAM & ATLANTIC 0-6-0 that had been stored cold for 37 years is once again hot after an eleven-month overhaul. No.58 was first fired up on Wednesday, November 11, 1998, and moved under its own power for the first time in nearly two generations. On Sunday, November 15th, No.58 was steaming and on display at the Wilmington & Western's Greenbank Station (see page 25). On Saturday, November 28th, the engine powered the railroad's first Santa Claus Special of the season. This train was also the first steam trip on the W&W in 1998.

After more shop work over this winter, No.58 will be the only steam power for the W&W in 1999. No.98, a 1909 4-4-0 American-type was taken out of service after 1997's Santa Claus Specials. During 1998 the W&W was powered by a pair of SW1s and a former Pennsylvania Railroad Doodlebug — *EDWARD J. FEATHERS, SUPERINTENDENT OF OPERATIONS, W&WRR.*

Double Tracking Abounds on Wisconsin Central's Chicago Subdivision

THE WISCONSIN CENTRAL IS DOUBLE TRACKING its Chicago Subdivision from Schiller Park to North Fond du Lac. This segment is in addition to the segment on Byron Hill (see R&R January 1999).

In Metra's North Central Territory, the east end of the Lake Villa, Illinois, (milepost 51) siding has recently been extended south to the Round Lake Beach station (milepost 48.4). In addition, the east switch a Leithton, Ill., has been replaced with a much longer, higher speed switch. No longer do trains diverge at restricted speed; now they negotiate the track at 40 miles per hour. It should be noted that both Lake Villa and Leighton sidings were extended prior to inauguration of the North Central passenger service. Recently, Metra's new budget has earmarked $3,395,000 for engineering studies for more double track on the North Central.

In Wisconsin, there is a different kind of double-tracking project under way on the WC, from Rugby Junction (milepost 118) to Slinger (milepost 123). The parallel Wisconsin & Southern ex-Milwaukee Road line will become the second track between these points. The new stretch will then be operated as double track. As is, the W&S crews must call the WC south dispatcher for the diamond located at Slinger. Also, the W&S has a job from Janesville to Slinger, using the WC between Waukesha and Slinger. One probable casualty will be the WC/W&S diamond at Slinger; survey stakes are in and the grading has started. This diamond is roughly 20-25 degrees and should be easy to replace.

Another loss will be the pair of semaphores at Slinger. The W&S is unsignalled, but there are a pair of color signals guarding the diamond. The approach signals are blades with a fixed approach aspect, or "fixed forty-five" displayed. These will probably be replaced with new three-color signals, as the WC has done at many other locations, replacing the Soo's searchlight signals.

top: Edward J. Feathers, bottom: Dana Grelo

Wilmington & Western Returns AB&A 0-6-0 to Steam

Wilmington & Western Railroad displayed their newly restored locomotive at Greenbank Station on Sunday, November 15, 1998. No.58, a 1907 0-6-0 built for Atlanta, Birmingham & Atlantic was rebuilt by the W&W's shop employees and week night volunteers in eleven months (see **page 24**).

UP Doubletracks former C&NW Mainline

On December 1, 1998, the dedication of the newly reinstalled second main track between Missouri Valley and West Denison, Iowa, took place. UP E9 No.951 (**below**) broke through the banner bearing the inscription "Iowa's Double Track is Back" which officially "opened" the double track stretch of railroad. The train operated pull-pull with E9 No.949 on the other end (see **page 24**).

The above projects, along with the Byron Hill project, will add several miles of new double track to the railroad. This is simply outstanding for a line that, before the WC take over, had one local freight from Schiller Park to Antioch. Today, there are six CN freights and ten weekday Metra trains, in addition to all of the WC's own traffic — *CHARLES J. HERAVER.*

Mergers and Sales in the Rail Industry

STONE CONTAINER CORPORATION OF CHICAGO recently sold its Snowflake, Arizona, newsprint mill to Canada's Abitibi-Consolidated, Inc. The 36-mile all-Alco-powered Apache Railway and a 56-megawatt power plant were included in the sale. Stone kept a paper box board mill in Snowflake which is adjacent to the newsprint plant and is served by the Apache. No information is available yet on any possible changes in the management or operation of the railway.

The B.F. Goodrich company made a bid for Coltec Industries, the parent of Fairbanks Morse. Goodrich has been out of the tire business for several years and has become a major supplier of landing gear to aircraft builders. Coltec manufactures aircraft controls and landing gear systems in addition to its FM pump and diesel engines and Alco diesels. Goodrich refers to the FM related materials as "engineered industrial products." The company's other two divisions will be aerospace and specialty chemicals. Goodrich plans to move its headquarters from Richfield, Ohio, near Akron, to Charlotte, North Carolina, the home of Coltec — *WALTER A. APPEL.*

Return of the *Pocono Mountain Route*

JUST AS THE REBIRTH OF NYS&W'S SPARTA MOUNTAIN route and BNSF's Stampede Pass line have contributed to the renaissance of railroading, now the former Delaware, Lackawanna & Western main through the heart of northeastern Pennsylvania's Pocono Mountains has graduated to the elite ranks of famous mountain routes which have come back from the dead.

Actually the rebirth of the Pocono Mountain route began in 1991 when the Lackawanna County Railroad Authority purchased the initial 33 miles (Bridge 60 in Scranton, Pennsylvania, milepost 134, to Pocono Summit, Pa., milepost 101) from Conrail. The rebuilding of the initial 33 miles to FRA Class III standards (60 m.p.h. for passenger/40 m.p.h. for freight) was completed in 1995 with the help of substantial state and federal grants, which the Lackawanna County Railroad Authority obtained during those first four years of ownership.

In 1994 the Monroe County Railroad Authority (Monroe County, Pennsylvania, borders the east side of Lackawanna County) purchased the remaining 17 miles (Pocono Summit, milepost 101 to Analomink, Pa., milepost 84) from Conrail with the direct assistance of a Pennsylvania Department of Transportation State Capital Grant and has obtained additional PennDOT funding to upgrade the 17 miles to FRA Class II and III track standards. With the entire 50 miles of former DL&W mainline now in friendly hands and all dressed up, all that was needed was main line heavy tonnage trains to signify the return of the famous route of Miss Phoebe Snow.

On Tuesday, September 15, 1998, six-axle second and third generation diesel mainline railroading made its return to the Pocono Mountain route as the first unit grain train to the brand new $40 million Amber Milling Flour Mill (page 27) in Mount Pocono began the permanent shipments of regularly scheduled unit grain trains to this new facility on LCRA's trackage. The first train was pulled by Canadian Pacific SD40s 5647 and 5601 with Delaware-Lackawanna C425 2461 also in the consist, the latter being an original Erie Lackawanna unit which spent much time on this very route during its tenure as an EL road locomotive.

The unit grain rains are operated by LCRA's designated operator, "the" Delaware-Lackawanna Railroad Company, Inc. (DL), a subsidiary of GVT Rail. Agreements have been reached which require CPR six-axle road power to operate to the Mount Pocono mill using DL crews. Knowing variability of power pools on Class I roads will means that almost any type of Class I six-axle power can and will show up on the Pocono grain trains. Sure enough, the second 52-car unit, 7000-ton grain train on September 23, 1998, showed up with two CPR SD40s and two NS C44s; one of the subsequent initial unit trains had three CPR SD40s and a Soo Line SD60.

The mill will initially receive 50 to 100 loads per week which should translate into two to three unit trains inbound per week. Two to three trains outbound per week will carry out empties and carloads of flour. As production at the Mount Pocono mill grows, the corresponding unit train schedules will also increase.

With the coming of rail commuter train traffic, which is forecast to begin in the year 2002 on this route between the New York metropolitan area and Scranton, thanks to a $160 million TEA-21 line item earmarked grant, startup of the unit grain trains over the line, and the steam powered excursions run by Steamtown, "things have finally been made alright upon the *Road of Anthracite*." — *LARRY MALSKI.*

Historic Pullman Factory Damaged by Fire

ON DECEMBER 2, 1998, THE HISTORIC PULLMAN FACTORY and clock tower located on Chicago's far south side were gutted by fire. The blaze, which has been attributed to arson by Chicago authorities, destroyed the landmark built in 1881 by George Pullman. The buildings had been the target of preservationists seeking to turn them into a museum or shopping mall.

Some still interested in preserving what's left of the structure declared shortly after the flames were extinguished that the buildings can be rebuilt, since the walls are still standing, but until engineers are able to perform inspections, the building's fate is uncertain. When George Pullman, whose name has become synonymous with luxury rail travel, built the factory in 1881 he also built with it what he felt was a model community. Named "Pullman", the company town grew to 20,000 inhabitants before a depression and resultant strike in 1893 weakened it and began the town's decline and eventual breakup by the turn of the century.

Pullman, now Chicago's far south side, is a mixture of retired Pullman employees and those living in poverty. Some residents had hoped that the restoration of the factory would bring with it economic revival of the area. Others felt that talk of preservation, ongoing since 1971, was nothing more than talk, and that the loss of the building was nothing more than part of a continually decaying neighborhood.

The results of structural integrity inspections by engineers will determine whether the building can be restored or must be torn down. Incidentally, Chicago police arrested a man in connection with the fire the night of the blaze.

Amtrak Still Faces an Uncertain Future

DESPITE BEING GIVEN $2.3 BILLION IN 1998 in addition to another $435 million worth of subsidies, Amtrak still lost $95 million for the 1997-'98 fiscal year ending September 30th. This, combined with findings by the inspector general's office that Amtrak's deficit for 2003 will run anywhere between $304 million and $535 million, have caused many to question whether or not it's time for Amtrak to call it quits.

Congress has targeted 2003 as the year that it will completely stop subsidizing Amtrak. As a means to that end a special board was created to ensure that the railroad would be self-sufficient by 2003. In addition to that the Amtrak Reform Council was created to oversee that special board. Critics have charged that the Council, which is staffed by political appointees, is chock full of people who want to see Amtrak fail or appointed by people who want to see the same. Coincidentally, Council chairwoman, Christine Todd Whitman, governor of New Jersey, abruptly resigned in November, apparently because she felt that the committee was being steered by powers in favor of failure. Despite being asked to withdraw her resignation she remains adamant about no longer being part of the committee, which has been charged by the Congress to investigate ways to either make Amtrak profitable or find ways to carve it up and parcel it out.

Amtrak's governing board, which is also made up of political appointees, has countered the claims of continuing deficits by citing added revenues from its forthcoming Northeast Corridor high speed service and other cost-cutting and revenue-generating measures that were not previously factored in by the General Accounting Office.

If Amtrak is unable to prove itself self sufficient by 2003, one resolution being discussed would be the creation of multiple intercity carriers to take over current Amtrak routes.

Steam to Continue on Ohio Central Excursions in 1999

Ohio Central 4-6-0 1551, a 1912 MLW (**top right**), was powering the final regularly scheduled steam run for the Ohio Central, on October 31, 1998, at Sugarcreek, Ohio.

The railroad has announced that 1998 will be the final year of six-day per week and extra scheduled passenger excursions — steam or diesel. Cited for the suspension of daily service is the railroad's freight business, which has grown tremendously and on which the railroad wishes to focus.

Replacing the daily excursions, though, will be weekend trips beginning in May 1999 and continuing sporadically throughout the year. The trips will include runs between Dennison and Sugarcreek, Dresden, Zanesville, Gould Tunnel, Jewett and Morgan Run as well as Columbus to Coshocton and Newark to Dennison. Some of these trips will be diesel-powered and some steam.

As for the Ohio Central's 1999 steam engine line-up, the 1551 will team up with 4-6-2 No.1293 as the primary locomotives. Grand Trunk Western 4-8-4 No.6325 is scheduled to be back under steam in the fall and should be ready to power excursions. Also on the property is Buffalo Creek & Gauley 2-8-0 No.13. Reading 4-8-4 2100 was stored on the railroad until it was moved to Canada earlier this year.

For more detailed information on the Ohio Central's passenger line up for 1999, visit their homepage on the World Wide Web at *www.OhioCentralRR.com*.

Dan Gaines

Quaker Oats Gets a New Locomotive

Quaker Oats GP10 No.100 (ex-Neosho Quarry 100, exx-Burlington Northern 1412, nee-Great Northern 612) was at Comet Midwest Locomotive in Kansas City, Missouri, on Tuesday, December 1, 1998 (**middle right**). The engine will have remote control equipment installed and will then be sent to the Quaker Oats facility in St. Joseph, Missouri.

Bruce McLean

Grain Trains Herald the Return of the *Pocono Mountain Route*

Delaware-Lackawanna Alco RS18 No.1800 and C425 No.2452 are shown outside the Amber Milling Flour Mill in Pocono Summit, Pennsylvania, in September 1998 shifting grain cars (**bottom right**). This new $40 million facility began receiving unit train shipments of grain on Tuesday, September 15, 1998, dramatically boosting the traffic level over the former Delaware, Lackawanna & Western Railroad mainline through northeastern Pennsylvania'a Pocono Mountains. One in a series of upgrades to the line's status, the new mill is sure to help in the revival of both the rail line and the region's economy (see **page 25**).

Larry Malski

above: Scott Ridenhour, Inset: James Guffey

Amtrak Watauga Chapter NRHS Excursion

For the third time in a year, a roving Amtrak trainset performed excursion duty in the Southeast. On October 31, 1998, Amtrak Dash 8-32BWH's Nos.507 and 514 powered the Amtrak consist plus seven private cars along the Toe River south of Green Mountain, North Carolina, on the former Clinchfield. The train , seen at Spruce Pine, N.C., (**inset**), ran between Kingsport and North Cove, North Carolina, and was a complete sell out.

AAPRCO Convention

The American Association of Private Railroad Car Owners held its annual convention in Albuquerque, New Mexico, with a visit to Santa Fe, N.M, on October 29, 1998. The 26-car excursion train was split into two sections. The first section (**below left**) was seen at milepost 0.4 on a privately owned former AT&SF branch headed toward the BNSF main line with former CB&Q obs *Silver Solarium* (**below right**) bringing up the markers.

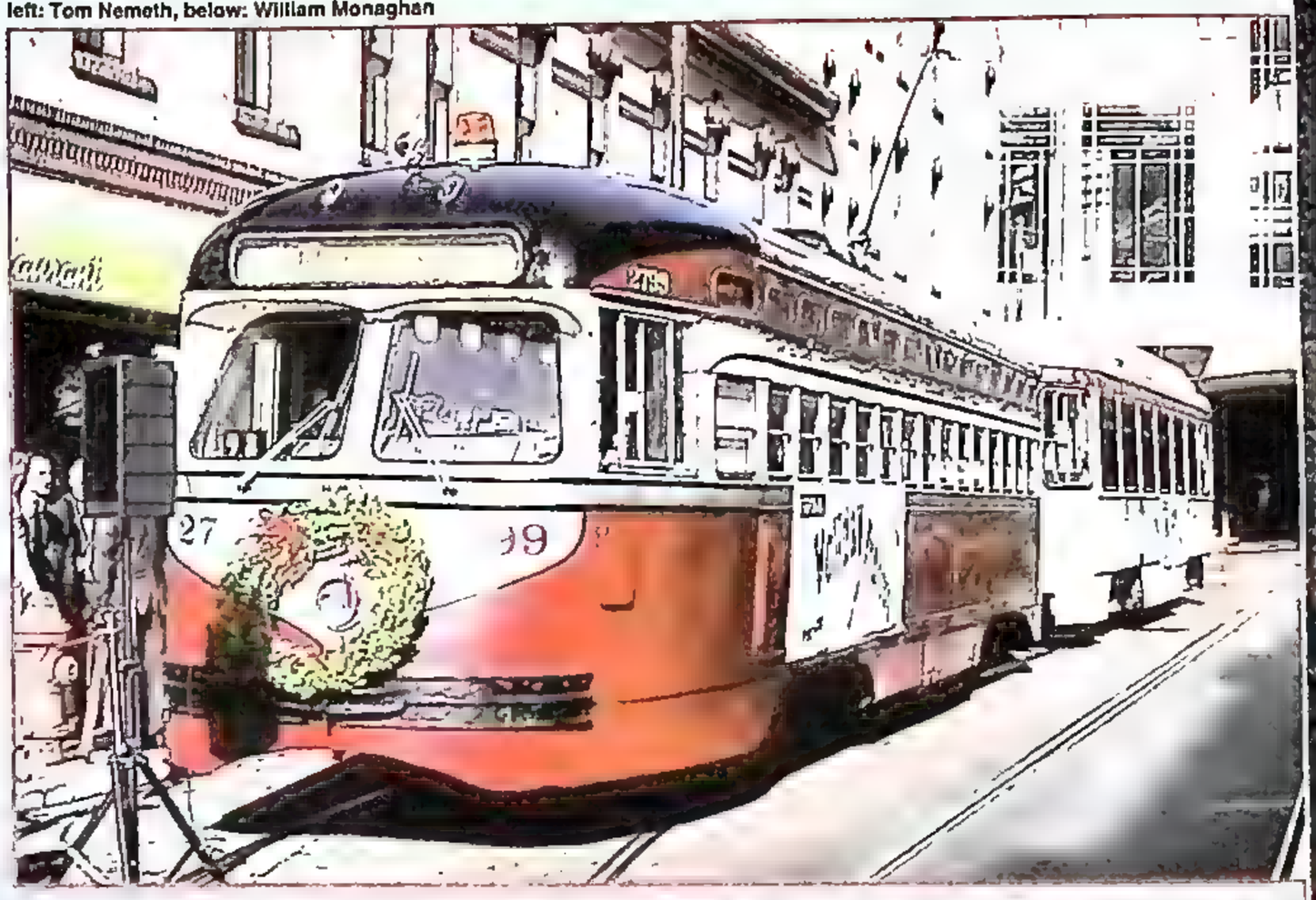
two photos: Erich Brock

left: Tom Nemeth, below: William Monaghan

Toys for Tots at Steamtown

The United States Marine Corps 1998 *Toys for Tots* train carried over 1000 people in two days at Steamtown National Historic Site. The big man himself was seen with USMC and Steamtown personnel in Scranton, Pennsylvania, on Saturday, November 28, 1998

Steve Barry



Holiday Trolley in Philly

SEPTA PCC car 2799, decorated for the holidays, was at a press conference announcing expanded holiday service on the Welcome Line on Tuesday, November 24, 1998, in Philadelphia, Pennsylvania. The Welcome Line operates over a portion of the former Route 23 line in Center City Philly.

Denver Union Station in Lights Once Again

Denver Union Station was illuminated for the holidays for the first time since World War II-mandated blackouts on December 2, 1998 (below). The station is situated in the revived Lower Downtown ("LoDo") section of the city, three blocks and several micro-breweries from Coors Field.

Long

THE ISLAND OF MANHATTAN is arguably the epicenter of American passenger railroading. Problem is, most trains here run deep below the city streets. But just across the East River is a veritable treasure-trove of steel wheels on steel rails — and it's all above ground. For Amtrak riders heading to Boston, this is their first glimpse of daylight after the dark labyrinth of Penn Station. Outside their window is some of the heaviest rail traffic in the country, as Amtrak, the Long Island Rail Road, NJ Transit, New York & Atlantic and even NYC Transit, all combine to form a complex panorama of non-stop action. In a remarkable two-mile stretch, one can see the latest in microprocessor-controlled a.c. locomotives rubbing shoulders with world-weary cab units living on borrowed time. Here too, sleek silver LIRR electrics carry their 220,000 weekday riders into and out of the busiest passenger terminal in the United States — Penn Station. At Harold interlocking, the main line passes Amtrak's ex-Pennsylvania Railroad Sunnyside Complex, which for years had been the largest passenger yard in the world. Today, new construction projects at Sunnyside herald the pending arrival of Amtrak's next generation of high-speed trains.

THE FIRST LIRR weekday afternoon eastbound out of Long Island City is No.656 to Port Jeff (right). It leaves the platform here at 3:24 p.m., travels all of two blocks to Hunterspoint Avenue station, and then waits there until 3:40 before departing again. The GP38-2 will pull into the North Shore town of Port Jefferson one hour and 50 minutes later. This is one of the few LIRR lines that doesn't always use push-pull equipment, since locomotives can be wyed at the far end. Silhouetted across the East River is Manhattan's elegant 102-story Empire State Building. The billboard at center is targeting drivers approaching the Queens Midtown Tunnel.

Island City

through the camera of
JOE GREENSTEIN

BUILT IN 1949, *F7 621 was once the pride and joy of the Baltimore & Ohio. It continues to have its nobility of line, but has suffered mightily from the ravages of time and deferred maintenance. Now stripped of its prime mover, it is used by the LIRR as a cab control car and HEP generator, while actual motive power is being provided by the GP38-2 at the rear. At 2:45 on a Monday afternoon, as part of preparations for the evening commuter exodus, the old cab leads an empty train across Borden Avenue. The roadway above is the Long Island Expressway, climbing out of the Queens Midtown Tunnel. (September 11, 1995)*

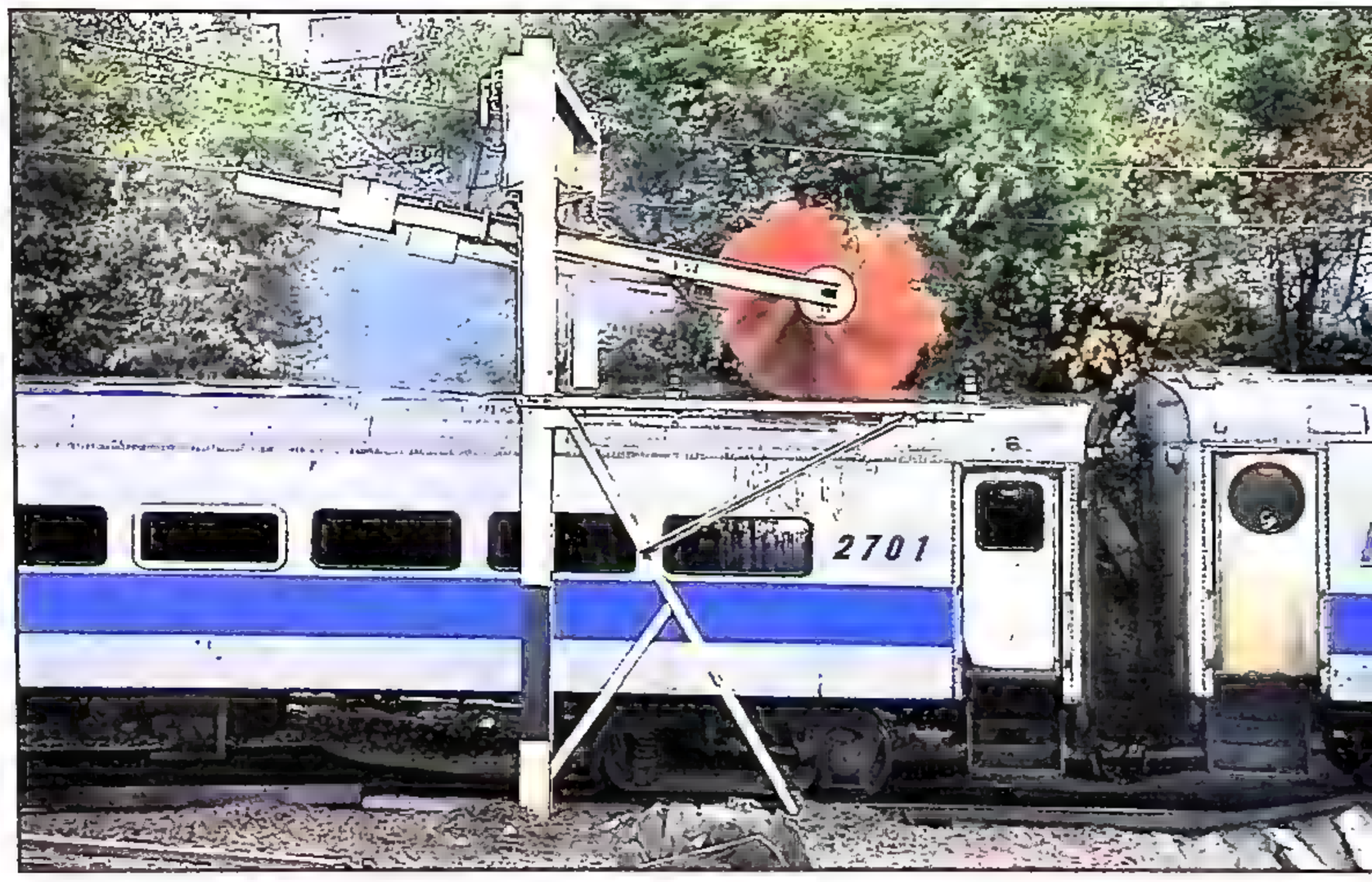
A SWITCHMAN AT SUNNYSIDE YARD *nonchalantly goes about his business (left), unperturbed by the behemoth sitting over his left shoulder. Today, Amtrak has 52 AEM7s on its roster. Rated at 7000-hp and capable of 125-mph speeds, the powerful electrics are the mainstay of Northeast Corridor Service. (June 28, 1995)*

WITH THE BRAKEMAN LOOKING ON, *an LIRR SW1001 backs toward a cut of boxcars, while a Flushing-bound NYCTA Number 7 train passes above on the Queens Boulevard Viaduct (below). In three months the New York & Atlantic would take over operations at LIC's Yard A. (February 13, 1997)*

THIS PARTICULAR VIEW *of the Sunnyside Yard engine tracks (left), taken from the Honeywell Street overpass, has been snapped by many generations of rail photographers. In the sunshine of a November 1995 afternoon we find a typical assortment of power — three Amtrak E60MA "bricks", an AEM7 "toaster" or "meatball", and an FL9 cab unit "covered wagon." (It's interesting to observe how very few aspects of railroading have escaped the stigma of a nickname — either flattering or disparaging!) The original enginehouse, which at the time this picture was made stood just outside the frame on the right, has since been torn down, and a new one is being built in another part of the yard. Such is the price of progress. But, hey, Long Island City is not a static place. (November 23, 1995)*

RIGHT NEXT TO *Hunterspoint Avenue station is a car-washing facility for LIRR trains originating at the Long Island City Yard (right). Number 2701 was one of the 30 electric coaches purchased to accommodate traffic increases for the New York World's Fair of 1964-'65, and subsequently converted for push-pull diesel operation. Unfortunately, many of these old cars are in need of a whole lot more than a good scrubbing. Most will now be retired, as brand new Kawasaki bilevels come on-line. (October 1, 1997)*

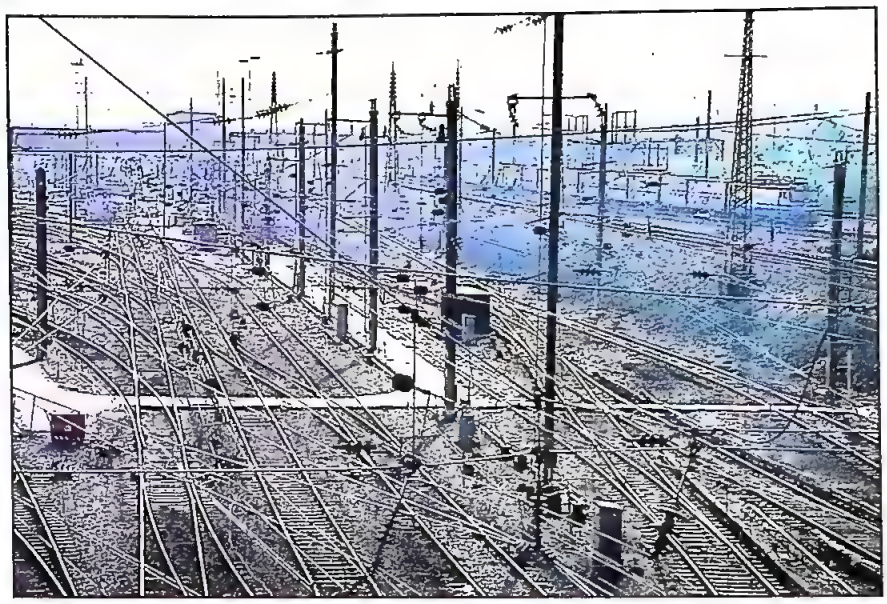
THE DRIVER OF A PICKUP TRUCK *waits patiently, as a P32AC-DM eases out of Sunnyside with the legendary* Empire State Express *(below). "DM" (Dual Mode) indicates that it is equipped with third rail shoes, since diesel power is prohibited from running through the tunnels into Penn Station. These speedsters, built by General Electric, are used in Amtrak Empire Corridor Service. Train 238 will travel the length of the New York State on the former New York Central* Water Level Route, *arriving in Buffalo in seven and one-half hours. (January 10, 1997)*



THE MONTH OF NOVEMBER *can often produce phenomenal sunsets (above). A Penn Station-bound Amtrak trains looks like spun gold as it passes through F interlocking. To its right are the rear lights of a city-bound Long Island EMU. The Pennsylvania Railroad had the foresight to build four tracks under the East River between Long Island City and Manhattan — an example of advanced planning that for some reason did not extend to the tracks beneath the Hudson (there are still only two). The 110-story Twin Towers of Manhattan's World Trade Center are in the distance. (November 19, 1996)*

THE CLOSEST THING *to an Amtrak freight train is No.13, which carries mail and express packages on an overnight jaunt from Springfield, Massachusetts, to Washington, D.C. At 9:15 on a hot and hazy July Morning, an AEM7 and nine MHC's (Material Handling Cars) drift past Sunnyside on the mainline to Penn Station (opposite top). Amtrak has done much to increase such non-passenger-related revenues, although many of the freight railroads over which it travels are not thrilled with the idea. (July 8, 1997)*

F TOWER'S ROOTS *are evident, by virtue of the Keystone emblem on its brick wall (opposite middle). The tower is now unmanned, but marks the interlocking of the same name, where Amtrak trains leave the jurisdiction of the Sunnyside dispatcher and enter the domain of the Penn Station Control center. Oftentimes, an inbound from the yard will be held here before gaining access to Penn Station, which serves a half-million people each weekday. (September 11, 1995)*



THE OLDEST LOCOMOTIVES *at Sunnyside are the yard switchers. Number 552 (right), an SSB1200, is 46 years old and counting. It was part of Amtrak's legacy from the Santa Fe. The old-timer reverses a string of Amfleet coaches through the yard throat, while behind it an New Jersey Transit "Arrow" trainset heads west toward Penn Station. Notice the reflection of the Amtrak engineer's face in the locomotive's rear-view mirror. (June 28, 1995)*

Railway Privatization

Mexico's newest revolution

OUT OF ALL THE DEVELOPMENTS that have shaped North American railroading in the latter half of the 20th century — Northeastern bankruptcies, Conrail's formation, passage of the Staggers Act and deregulation, Amtrak, Class I mergers, intermodal partnerships with truckers, growth in short lines and regionals — the privatization of Ferrocarriles Nacionales de México ranks as one of the more significant events. In the era of NAFTA (North American Free Trade Agreement), privatization is raising Mexico's railway system up to the level of U.S. and Canadian Class I's, creating a unified North American network where borders, both actual and logistic, cease to exist. While U.S. railroads, particularly the western carriers, have had a long-standing and beneficial relationship with their south-of-the-border brethren, privatization has opened the doors to opportunities virtually unfettered by government control and its inherent inefficiencies. These opportunities extend beyond the U.S. Class I's to the railway supply community, which is reaping the rewards of nearly $2 billion that will be invested in Mexico's railroads over the next few years.

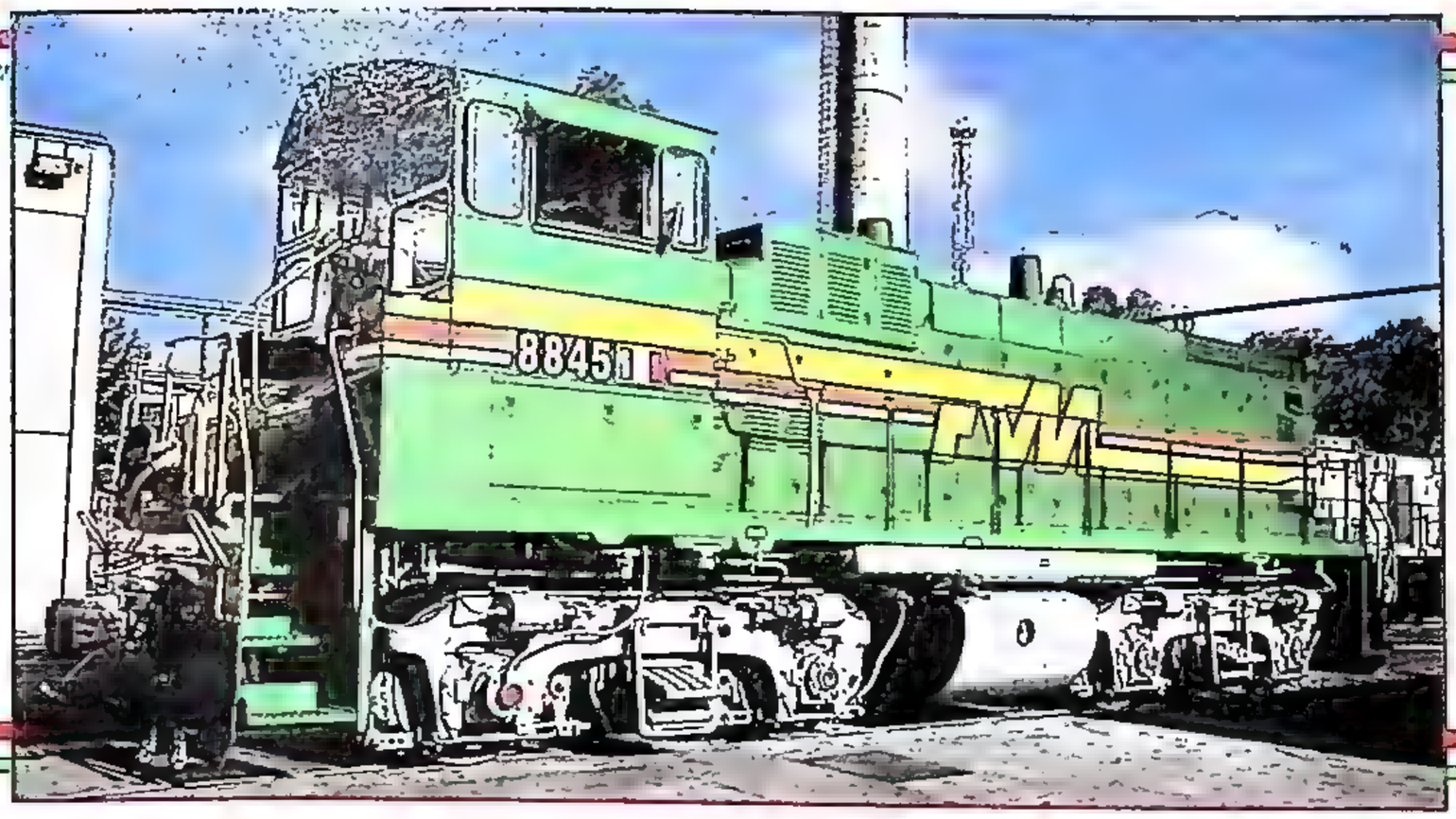
FNM's privatization process began in 1994, when the government railway split its operations into four main pieces, the Northeast, Pacific North, Southeast and Mexico City Terminal railways, plus several short lines. The Northeast Railway, which carries 60% of Mexico's total rail volume including much of the international traffic and whose main trunk is the Nuevo Laredo-Mexico City line, was considered the "crown jewel" of the system.

Employment was scaled back, and FNM's principal locomotive shops in Monterrey and San Luis Potosi were privatized. GEC Alsthom assumed operation of the Monterrey facility, now called Alstom GEO RailMex. MK Rail spinoff MotivePower Industries established MPI de México at San Luis Potosi. These highly successful shop privatizations set the stage for privatizing the railway operation, which itself is part of a larger government program to privatize ports, utilities, and telecommunications networks. Foreign (non-Mexican) investment has been limited to 49%.

The Mexican railway system now consists of five large pieces:

- Three main line concessions — Transportación Ferroviaria Mexicana S.A. de C.V. (TFM), Ferrocarril Mexicano S.A. de C.V. (Ferromex) and FerroSur S.A. de C.V.
- A terminal operation in Mexico City, Terminal Ferroviaria del Valle de México (TFVM), whose assets are shared by the three

Photography by William C. Vantuono



by
William C. Vantuono
Executive Editor
Railway Age

*THE MOST VISIBLE EVIDENCE OF CHANGE AND IMPROVEMENT in Mexico is the fleet of 75 AC4400CW's (2601-2675) such as the 2647 (**opposite top**) being delivered to TFM through 1999. The gray livery with red lettering and yellow safety striping is also used by Kansas City Southern and Texas-Mexican Railway, thereby giving the three railroads that make up the "NAFTA Railway" a uniform look. TFM will start taking delivery on 75 EMD SD70MAC's in 1999, which will be assembled at Bombardier's Concarril plant at Sagahun, Mexico, through a joint venture. Freshly outshopped Ferromex SD40-2 13057 (**opposite bottom**), overhauled at MPI de México, San Luis Potosi, is in the railroad's new red and green livery. It is one of 222 units overhauled by MPI since 1995, 49 of them for Ferromex. Also freshly outshipped by MPI is Terminal Ferroviaria del Valle de México MP15AC 8845 (**top**), resplendent in TVFM's bright green and yellow livery. TFVM is jointly controlled by TFM, Ferromex and Ferro-Sur, Mexico's three privatized main line railroads, all of which serve the Mexico City metropolis. The General Motors plant at Saltillo is served by both TFM and Ferromex (**above**).*

main line carriers.

• One principal short line, Línea Coahuila Durango S.A. de C.V.

All share the common goals of improving service, updating technology, and recovering lost freight market share. Several small short lines, most with marginal traffic levels, are yet to be privatized.

Recovering lost market share is driving all the improvements that have been realized since TFM, the first main line concession to be awarded, began operations in mid-1997. Unlike U.S. railroads, which command about 40% of the freight transportation market in ton-miles, market share for Mexico's rail system had dropped to about 12% pre-privatization. The new railroads have a long uphill battle, but the advantage they have is that there's nowhere to go but up. TFM, for example, needs to capture only an additional 4% of Mexico's existing truck traffic to meet its business objectives, a goal that this extremely-well-run railroad is well on its way toward achieving. For example, freight trains that two years ago took three days to run from Laredo, Texas, to Mexico City now make it in two. Soon, following completion of a massive main line track rehabilitation and signaling upgrade, it will take a day and a half — compelling evidence of the successful strategy behind TFM's entrepreneurial risk-taking, capital investments, re-equipping, and rebuilding.

Since 1992, I have made over a half-dozen trips to Mexico to prepare feature articles for *Railway Age*, which the magazine has published in side-by-side English and Spanish. Most recently, I spent one week touring Mexico, including a two-day trip on the TFM main line between Nuevo Laredo and Mexico City in *TFM 400*, the railroad's newly-refurbished, ex-FNM business car (see MARKERS). TFM, with which I had visited in Monterrey in mid-1997 just after start-up, rolled out the red carpet, chartering an inspection train that consisted of the business car and one of the railroad's new GE AC4400CWs — a bit overpowered, but nevertheless impressive.

TFM silences the doubters

In late 1996, TFM, the joint venture of Kansas City Southern Industries and Transportacion Maritima Mexicana (Mexico's largest maritime shipping company), bid $1.4 billion for a 50-year concession to operate FNM's 2600-mile Northeast Railroad. The price, many industry observers and Wall Street analysts thought at the time, was far too much. It was nearly triple the final bid of Union Pacific and partner Grupo México, the odds-on favorite to win the concession. The KCSI/TMM bid surprised many industry observers, though sources say UP's bid would have come close had it not lost critical financial backing at the eleventh hour. The privatization process began shortly after

*A FERROMEX MANIFEST FREIGHT, identifiable by the green square on the nose of the lead GE Super-7 (a color system used by FNM to allocate locomotives to the various private concessions), is operating on the TFM main just south of Querétaro. Ferromex has trackage rights on TFM between Monterrey and Huehuetoca, located just north of Mexico City. A TFM manifest freight, with three Super-7s on the point, is waiting in a siding south of San Luis Potosi (**below**). Still in FNM blue (except for the logo), the locomotives are identifiable as a TFM train by the yellow dot applied to the nose of the lead unit. Note also the ditch lights, a TFM upgrade.*

UP absorbed Southern Pacific, and the severe service problems that erupted shortly thereafter, may have tempered UP's enthusiasm for starting a brand-new Mexican operation.

TFM has managed to silence the doubters. Its results thus far show that FNM's crown jewel is a true gem of an investment, as TFM is leading Mexico's railroad renaissance, exceeding business objectives, delivering consistently improving service, even earning Chrysler's coveted Recognition of Excellence Award. The improvements it has made thus far are nothing short of dramatic. Among other things, it is instituting U.S. Class I railroad operating and business practices, and is working toward full compliance with Federal Railroad Administration and Association of American Railroads standards. Revenue in 1997, TFM's first year of operation, exceeded $350 million; $450 million is projected for 1998. The operating ratio stands at 79%, better than some U.S. Class I's. Third-quarter 1998 traffic volume was 14% ahead of last year, and TFM's excellent performance has bolstered KCS's bottom line. Through the first nine months of 1998, traffic on KCS grew 11%, far ahead of the industry average.

FNM may have been a railroad company, but it did not function well as a customer-oriented transportation company. Under government control, FNM had invested in large construction projects, staffing its mechanical and engineering areas with competent, well-trained professionals. That's why, prior to TFM takeover, the physical plant was in good shape and the locomotive fleet was mostly rationalized. But the transportation product was secondary. What TFM has done is turn that around, changing the culture to one of customer service, providing employees with the working conditions and tools of a first-class company they can be proud of.

For the Americans who got TFM started, and who are now gradually relinquishing their roles to Mexican nationals, building a new organization from scratch was like a breath of fresh air. Many spent the bulk of their U.S. railroad careers dealing with mergers and downsizing, and the opportunity to start with a more or less clean sheet of paper has proved rewarding.

Recapturing market share, especially the small percentage built into TFM's plan, is like putting a square peg into a square hole. Competing with truckers is not a matter of beating them in transit time or route consistency — those are a given, as Mexico's toll roads are expensive and slow. Rather, it's bringing the railroad's resources together and making sure the customers are ready to use them.

Labor relations with STFRM (Sindicato de Trabajadores Ferrocarrileros de la República Mexicana), Mexico's National Railway Worker's Union, are good. The agreement STFRM — Mexico's only rail labor organization — hammered out with TFM is simple and compact, compared to U.S. contracts. It provided an average 25% increase over FNM pay rates. The locomotive shop agreements helped pave the way for this agreement. Employment is about half the number under FNM, but those employees who were rehired by TFM say they appreciate working without the yoke of governmental bureaucracy around their necks. This attitude is prevalent throughout all of Mexico's new railways.

On TFM, significant operational changes have been put in place to expedite traffic flows. Six-axle locomotives have been assigned primarily to the north-south Nuevo Laredo-Mexico City main line, where the curves and grades are gentler. Four-axle units are used mostly on the east-west routes — Mexico City-Veracruz, Lázaro Cárdenas-Acambaro, Tampico-San Luis Potosi, Matamoros-Monterrey — which have steeper grades and sharper curves.

Most of the kinks in the operation inherited from FNM have been ironed out, and TFM is now a fluid operation. Earlier this year, a traffic spurt coinciding with UP's U.S. logjam and the Ferromex takeover caused some congestion problems, but that was a blessing in disguise because it gave TFM a feeling for where the points of contention would be in a heavy-haul operation. The operating department now understands where congestion can occur, where power ought to be at a particular time, and how car flows work in relation to the border and to domestic traffic. The railroad is operating in a manner where it should remain fluid and stay ahead of the 15% per year growth in the business plan. Currently, about 76% of TFM trains are scheduled. The goal is 90%.

The operating department has redesigned the way the railroad works, improving Monterrey yard from a disorganized, first-in first-out operation with lots of switch engines running around in an unproductive manner, to one where yard tracks are dedicated to particular blocks and the switching is performed in a manner that keeps the yard classified. Throughput through Monterrey is well below 24 hours. As of June 1, 1998, TFM was a full car-hire participant with U.S. carriers. That's significant because it

increases the number of available cars. And, other railroads and private-car owners aren't hesitant to send cars to Mexico, because they're protected by car-hire. Under FNM, the Mexican railway system was regarded as a sort-of black hole — cars would sometimes "disappear," because there was no way to track them. Some never found their way back to the U.S.

One of TFM's most significant accomplishments to date has been its ability to grow domestic traffic far beyond the predictions in its business plan. Train volume on the Mexico City-Veracruz, Lázaro Cárdenas-Acambaro and Tampico-San Luis Potosi lines has doubled, tripled on the Matamoros-Monterrey line. A large portion is heavy-haul, and TFM is upgrading these lines for 100-ton cars. TFM surpasses truck service by offering better rates and transit time, and really couldn't ask for a better situation.

RAILROADING IN MEXICO *is looking more like what you would find in the United States and Canada as modernization proceeds, even though many people north of the Rio Grande still believe it is charictarized by old steam locomotives hauling crowded passenger cars and slow freights with riders on the roof. In every respect, the main lines of Mexico are up to Class I AAR standards. An autorack consist serving the General Motors plant near Saltillo is viewed from the cab of passing AC4400CW 2647 (**above**). TFM locomotive engineers, who were used to a spartan cab environment, enjoy operating the AC4400CW's with their sound-insulated, air-conditioned comfort cabs equipped with state-of-the-art computer gear, desktop-style operating consoles, and flush toilets (**left**). Looking north, TFM's San Luis Potosi yard looks like most other yards in North America (**top**).*

Map: Walt Lankenau

Car and locomotive availability has improved dramatically. Locomotive availability is at 95% — consistent with U.S. Class I practice — thanks in part to introduction of new units but attributed mainly to the capabilities of TFM's contract maintenance and overhaul providers, MPI de México, Alstom GEO RailMex and GE Transportation Systems, which refurbished FNM's San Luis Potosi diesel shop to accommodate the new AC4400CW fleet. TFM's car and locomotive shop contracts now include performance clauses, a plus in terms of reliability and availability.

Improvements have been made in the signaling department. Pagers, cell phones, and mobile radios have enabled signal maintainers to be contacted immediately, and response time (from when a signal problem is reported to when it is repaired) has been reduced from eight hours to two. In CTC territory, signal failures have been reduced by 50%.

TFM's capital plan earmarks nearly $850 million through 2002, including $300 million for 150 new GE and EMD a.c.-traction locomotives (75 AC4400CW's and 75 SD70MAC's). Capital projects, both planned and in progress, are numerous.

In a coordinated effort with UP and the Texas Mexican Railway, TFM is building a new yard, Sanchez, eleven miles south of Nuevo Laredo. The 1500-acre, $25 million facility, which will mirror a new UP yard at Port Laredo and a new Tex-Mex yard at Milepost 9 just north of Laredo, will handle Mexican customs and agricultural inspections. This will eliminate holding international traffic on Tex-Mex's Rio Grande bridge, transforming it from alternating six-hour northbound and southbound windows to a single-track through right-of-way, doubling daily capacity to 40 trains. Northbound trains will be pre-cleared, pre-blocked, and inspected at Sanchez. When completed, the yard will contain 22 tracks, including two for car repairs, and an intermodal terminal capable of handling 1500 trucks per day.

TFM is extending 17 sidings between Nuevo Laredo and Mexico City to 10,000 feet. Main line curves are being upgraded to 136-pound head-hardened rail with elastic fasteners. Curve superelevation, which was originally set for FNM passenger trains, is undergoing adjustment to better accommodate freight train speeds, weights, and heights (including doublestacks), with 1.5 inches of underbalance.

Most of the catenary on the 156-mile Querétaro-Mexico City electrified portion of the main line is being removed, and all the GE E60C electric locomotives inherited from FNM have been stored or used as a trade-in allowance toward

new AC4400CW's. Only a small section of catenary from Huehuetoca to Mexico City (within TFVM limits) is being retained for possible use with state-subsidized commuter trains, for which an operator has yet to be found. That section is being raised to accommodate doublestacks and trilevel autoracks.

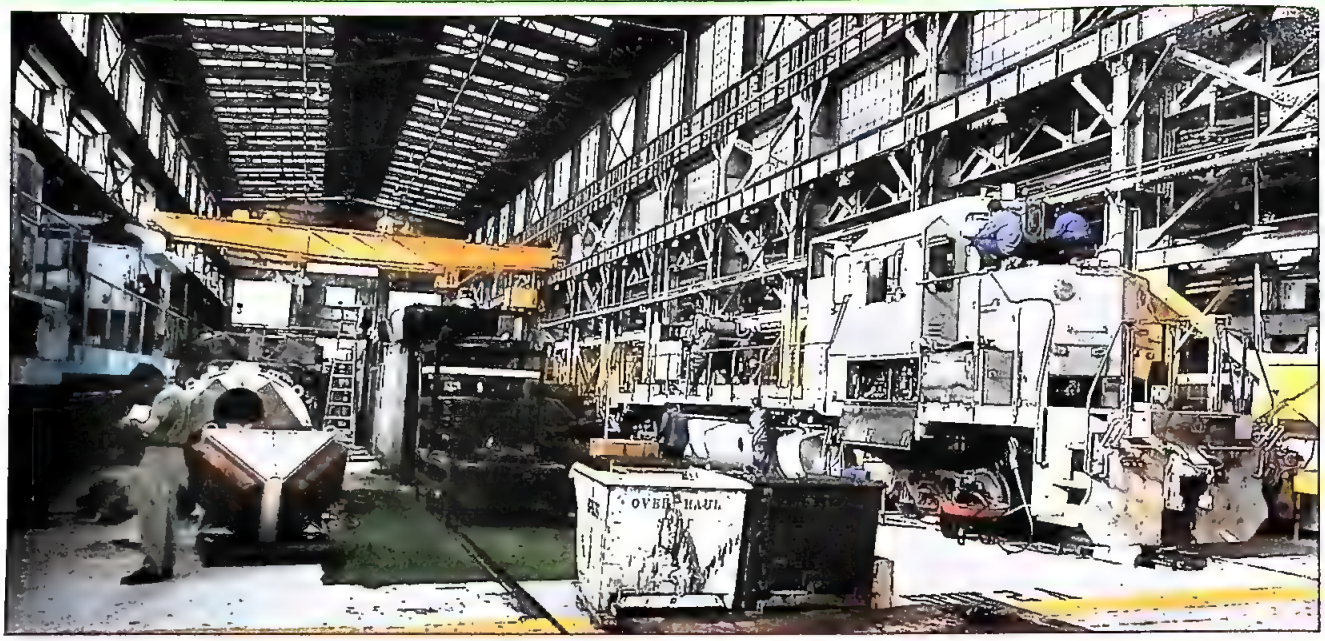
TFM is installing 35 AEI readers at key points which are being tied in to an upgraded car-accounting system. TFM, which has AEI-tagged about 50% of its fleet, expects to achieve 100% by first-quarter 1999. Ferromex and Ferro-Sur are expected to complete tagging by first-quarter 2000. In addition, 56 talking hotbox/dragging equipment detectors have been installed at various locations.

In March, TFM began relocating its field dispatching offices into Monterrey, installing a $7.9 million computer-aided dispatching system supplied by Alstom Signaling (formerly GRS) that should be fully operational by first-quarter 1999. Tied in with this is extension of CTC (called "CCT," Control Centralizado de Tráfico, on TFM) from Monterrey to Nuevo Laredo, a $10.8 million project awarded to Harmon Industries and scheduled for completion in November 1999. TFM is also consolidating crew-calling into Monterrey, establishing help desks for signaling, communications, service interruptions, and mechanical problems.

TFM's new a.c. locomotives have eliminated helpers on trains heavier than 7000 metric tons on the Monterrey-Benjamin Mendez main line grade. Now, three AC4400CW's (in a three-for-seven substitution) can handle trains up to 7500 metric tons with one crew and no helper consist. The next step is to apply distributed power on the main, Tampico and Lázaro Cárdenas lines, using GE Harris Locotrol. End-of-train devices have replaced cabooses, and crew sizes have been reduced to two or three employees.

A centralized customer service center has been established at Monterrey, with six commodity groups: Automotive, Agricultural, Chemicals, Minerals, Industry (manufacturing, forest products) and Intermodal. Customers now have one point of contact with the railroad, as well as an improved rate system, as TFM has replaced

***LA PILA SIDING** at milepost 508.2 is one of 17 sidings on TFM's Nuevo Laredo-Mexico City main line being lengthened to 10,000 feet, which will give the railroad capacity equal to or better than most western U.S. Class I's. The work is being performed under contract to TFM by Itisa, one of Mexico's largest maintenance-of-way contractors. Itisa also manufactures concrete ties, which are used on most of Mexico's main lines. Looking north, a signal maintenance crew tends to an siding switch in CTC territory south of Monterrey (**below**). Note the solar array on the left, which powers the switch machine. Victims of the changes in Mexico, GE E60Cs are stored serviceable just south of Querétaro (**opposite**). TFM traded in 22 of these units to GE as part of the deal to acquire 75 AC4400CWs.*



*THE SAN LUIS POTOSI SHOPS of MPI de México are located at FNM's former main locomotive backshop. MPI performs 600 scheduled inspections and 30 heavy repairs per month, and by year-end will have overhauled and upgraded 80 locomotives to FRA specifications for U.S. interchange service. A minimum of 70 units will be overhauled in 1999. MPI also services an average of 50 locomotives per day, working round-the-clock. Average throughput is 30 minutes. MPI also hopes to be servicing TFM's SD70MAC fleet beginning next year, and is in contract negotiations. A typical TFM security guard, armed with an automatic rifle, guards a siding south of San Luis Potosi (**opposite**). TFM has beefed up its railroad security force, and the number of vandalisms, thefts, and stowaways attempting to cross the border have dropped considerably.*

FNM's cumbersome tariff system with computerized carload pricing.

In addition to purchasing 150 new locomotives, TFM is upgrading its fleet of 371 units inherited from FNM. The existing fleet was not FRA-compliant, so such equipment as toilets, safety glazing and ditch lights is being retrofitted. Most of these units are GE "Super-7s."

TFM is rationalizing the 7500-unit freight car fleet inherited from FNM. Serviceable cars receive new wheelsets, couplers, draft gear, air brake equipment, and other components; unneeded bad-order cars, of which there are several hundred, will be scrapped. The objective is to make all cars FRA-compliant for cross-border service, but the growth in domestic traffic has forced TFM to temporarily curtail this program, instead repairing the cars for domestic-only service.

Short-term, leasing is TFM's preferred way to augment the car fleet. One thousand covered hopper cars have been leased to replace boxcars once used in grain service. Intermodal flat cars and gondolas have been leased to handle container and steel traffic, respectively.

Ferromex: A domestic powerhouse

Ferromex, which took over FNM's 4000-mile Pacific-North Railway in late February in an all-cash $527 million transaction, was formed by a consortium of mining company Grupo México and construction firm Ingenerios Civiles Asaciados, with UP a minority (13%) shareholder.

What distinguishes Ferromex from TFM is that close to 70% of its traffic is domestic. Of the 550,000 carloads Ferromex will move this year, the biggest segment is agricultural products. Second largest is minerals, followed by cement, chemicals, industrial products, and intermodal. Motor vehicles, iron and steel, fertilizers, petroleum products, coal, coke and diesel fuel are moved in relatively small amounts.

In its first six months of operation, Ferromex's traffic grew 17% over the prior-year period, with agricultural products leading the way. Within a few years, the railroad says it should be moving two million annual carloads. Like TFM, the traffic potential is there, as is the market share to be gained from trucks.

One of Ferromex's biggest growth opportunities is intermodal. The primary international intermodal corridors at present are the Manzanillo-Guadalajara-Mexico City and El Paso/Ciudad Juarez-Mexico City routes. The latter handles containers originating in the Far East routed through Los Angeles. A new service, for traffic originating in Southern California that now moves only by truck, is planned for the El Paso corridor. Service on the Nogales-Hermosillo and Eagle Pass/Piedras Negras-Saltillo corridors is slated for expansion; a new service from Eagle Pass to Guadalajara is also planned. A new intermodal terminal is planned for outside Mexico City to supplement TFVM's Pantaco facility. Terminals at Guadalajara and Manzanillo will be expanded. Though much of the equipment that moves on these lines is owned by such customers as TMM, Maersk and APL, Ferromex is beginning to expand its doublestack and 89-foot flat car fleet.

The new equipment will be important for projected growth in northbound intermodal traffic, perishables in particular. Perishables from the Sinaloa area in northern Mexico move primarily by truck to warehouses at Nogales for U.S. distribution, and this is traffic ripe for a return to the rails.

Another opportunity is motor vehicles. Finished domestic motor vehicles move from plant to distributor entirely by truck, and the potential exists to capture this traffic. Ferromex plans to purchase bilevel and trilevel autoracks for that purpose.

Ferromex, over the next few years, will spend about $500 million on capital improvements. Of this year's $130 million, most is earmarked for car and locomotive overhauls. To bolster the freight car fleet, the railroad is currently leasing about 2,200 covered hoppers and boxcars. The locomotive fleet numbers 435 units, 236 of which are maintained by contractors. Upgrades similar to those undertaken by TFM are in the works. Plans are now being formulated for purchase or lease of new units, and five AC4400CW's on loan from CSX Transportation are under evaluation. One two-unit set is in operation between Eagle Pass and Guadalajara.

Ferromex will be upgrading three existing CTC systems over the next 18 months. All are located on the high-density line between Guadalajara and Huehuetoca. The remainder of the system is operated under CTD, a Mexican version of DTC (Direct Traffic Control), a track warrant control system developed by Southern Pacific. CTD has been extended from Guadalajara to Sufragio, near the port of Topolobampo. Eventually, Ferromex will convert to a TWC system consistent with that used by TFM, with the goal of having both railroads on a single rulebook based on the U.S. General Code of Operating Rules used by western Class I's.

The biggest problem Ferromex faced at start-up (besides a labor strike, which has been resolved) was a shortage of car and locomotive repair materials, and cars operating with non-standard parts. Employees were struggling to keep cars in service, often removing parts from bad-order empties and using them on loads. FNM had not purchased car repair materials for quite some time, and no usage history on which to base material purchases existed. While the parts supply problem has been addressed,

there's still a backlog of more than 3,000 bad-order cars, both privately-owned and Ferromex-owned, out of an inventory of about 12,000. Likewise, much of Ferromex's locomotive fleet was in poor condition at start-up, but the railroad expects to achieve a state of good repair by year-end 1999.

Although Ferromex is run primarily by Mexican nationals, UP is providing technical assistance through a subsidiary, UP International Advisors, Inc. Four advisors are now assigned to Ferromex facilities in Mexico City, Guadalajara, and Monterrey, working with mechanical and transportation personnel.

Ferromex has also taken a small interest in operating passenger services. Most of the long-distance passenger trains that once crisscrossed Mexico are gone, but Ferromex continues to operate a popular daily (one train in each direction per day) tourist service on the Chihuahua al Pacifico line between Chihuahua and Los Mochis. The line winds through Mexico's beautiful Copper Canyon, offering one of the most scenic and spectacular railway journeys in North America. First- and second-class service is available (first-class costs about $40); the first-class cars are currently being overhauled at a Ferromex car shop in Chihuahua. Privately-run tourist trains also operate through the Copper Canyon, but these are far more expensive. One will transport your motor home on a flat car — provided you want to drive the 400-plus miles from El Paso, Texas, to Chihuahua.

A new Ferromex tourist service is the *Tequila Express*, which operates on Saturdays between Guadalajara and Tequila, where most of the distilleries that make Mexico's most famous liquor (derived from cactus plants) are located. Distillery tours and tastings are included, and the train is said to be well-stocked!

FerroSur: A link to the Gulf

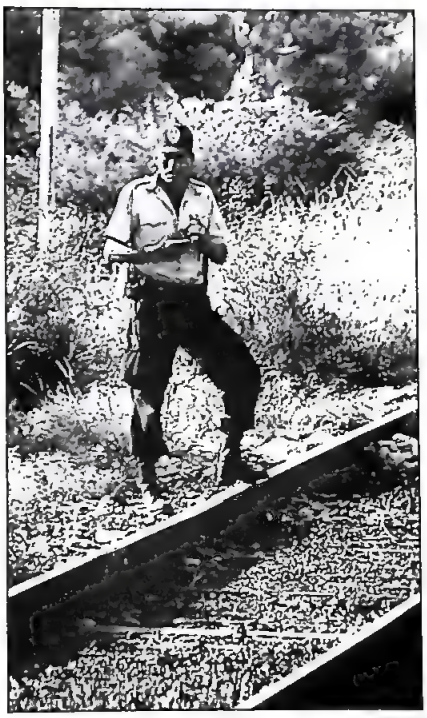
FerroSur, the third and final main line operation in FNM's privatization, planned a Dec. 1, 1998 start-up. FerroSur is a joint venture of Grupo Tribasa, one of Mexico's largest construction companies, and Banco Imbursa, a Mexican financial services company. Together, they paid $311 million for FNM's Southeast Railway, outbidding the consortium of Illinois Central, Grupo Acerero del Norte S.A. de C.V. and Industrias Peñoles S.A. de C.V. by $188 million. As this was written, FerroSur was negotiating with several firms interested in operating the railway, one of which is San Francisco-based consultant Kingsley Group. U.S. short line holding company OmniTrax has a small equity investment in FerroSur, and Canadian Pacific Railway is providing technical assistance.

FerroSur's 900-mile main trunk runs from Mexico City to the ports of Veracruz and Coatzacoalcos. In mid-October, management was still considering whether it would acquire an additional 500 miles linking Coatzacoalcos with Mérida, an option in the Southeast concession. A feasibility study was under way.

FerroSur's Coatzacoalcos-Medias Aguas segment is part of a line across the Isthmus of Tehuantepec that connects the port of Salina Cruz with Coatzacoalcos. For political reasons, the Mexican government chose not to include the Medias Aguas-Salina Cruz line in the Southeast concession, and as an alternative will most likely form an autonomous port authority that will supervise the operation of both ports and the connecting railroad.

FerroSur inherited 170 GE locomotives from FNM, most in the 3000-h.p. range. Although the fleet is in relatively good shape, plans are in the works to lease or purchase new units. Initially, 20 locomotives will be needed. Freight cars are a different story. Of the 3500 inherited from FNM, 2000 are boxcars — inadequate for the services FerroSur wants to develop. Grain, for example, currently moves in boxcars, so one of FerroSur's initial acquisitions will be covered hoppers. Total capital investment in FerroSur, including infrastructure, will approach $300 million.

FerroSur's traffic base consists primarily of grain, cement, industrial products, petrochemicals, and glass products. The railroad hopes to reinforce its existing traffic base by providing good service and recovering part of the traffic lost to trucks, and to build automotive and container business through Veracruz. Volkswagen's Puebla plant



builds vehicles for domestic consumption and export to the U.S. and Europe, including all the "New Beetles" sold in the U.S. Volkswagen exports to the U.S. move north by rail, but Europe-bound vehicles move entirely by truck to Veracruz. This is traffic that should be captive to rail, and it's not because of FNM's history of unreliable service. Veracruz, Mexico's largest port, handles over 350,000 containers a year, a mere 1% of which moves by rail.

Mexico's principal short line

Mexico's railway network contains several short lines, but operators have been tough to attract, mainly due to marginal traffic volumes and uncertain potential. For example, the scenic Chihuahua al Pacifico, where tourist trains still operate, was initially offered as a separate concession, but when bidders failed to meet the government's minimum price, it became part of the concession that is now Ferromex.

Línea Coahuila Durango, which began operations in late April, is an exception. The railroad is owned by two Mexican industrial firms, Grupo Acerero del Norte S.A. de C.V. (GAN) and Industrias Peñoles S.A. de C.V., which paid $23 million for the concession. GAN subsidiary Altos Hornos de México (AHMSA) operates Mexico's largest integrated steel mill at Monclova. Peñoles, the world's largest silver mining firm, also processes chemical raw materials and non-ferrous metals. GW Mexico S.A. de C.V., a wholly-owned subsidiary of Genesee & Wyoming, Inc., operates the Coahuila Durango.

The 605-mile Coahuila Durango consists of two sections, Monclova-Escalon and Torreon-Durango-Felipe Pescador, connected by 177 miles of trackage rights on Ferromex. Through service is provided over a 78-mile AHMSA-owned line from Hercules to Avante Ahmsa, on the Monclova line. The railway hauls iron ore from Durango and coal from a washing plant north of Monclova to the AHMSA steel mill, and chemical raw materials for Peñoles. These three commodities account for most of Coahuila Durango's traffic.

The Coahuila Durango's infrastructure is in good shape, with only routine rail replacement needed. The locomotive fleet, which consists of ex-Norfolk Southern GE U23Bs, is reliable for now but will need rebuilding or replacement within the next few years. The car fleet, which consists primarily of open-top hoppers and gondolas, will need replacement as well.

In unity there is strength

Make no mistake — though tremendous progress has been made south of the border, there is still much work to be done. But those who still believe that Mexico's railroads are third-world, second-class operations need to re-examine their opinions. U.S. railway suppliers and the Association of American Railroads have moved quickly to embrace and assist in privatization, and the payoff for their efforts will be lasting and lucrative for the entire North American railway industry. TFM and Ferromex are now AAR member railroads, sharing a board seat for a three-year period, participating in AAR operating committees. Although TFM and Ferromex don't pay full Class I AAR dues, AAR considers them Class I railroads, as both meet the revenue and mileage requirements. FerroSur is expected to join them next year.

Programs are in place to bring all of Mexico's railroads, contract car and locomotive shops, and private-car owners to full AAR and FRA compliance. The largest shops — MPI, Alstom, GE, Gimco (a VMV affiliate) and Grupo Fyl (a Progress Rail Services affiliate) — are already on board. This is important for NAFTA-related operations to be successful. Important supplier partnerships have been established, and such U.S. carbuilders as Gunderson and Trinity are now building freight cars in Mexico.

Technically, Mexican operations do not fall under FRA jurisdiction, but the major railroads and shops are nevertheless instituting practices that are FRA-compliant.

These efforts, and the billions being invested in the railway network, will go a long way toward making privatization — a trend in full swing throughout the global railway community — work to its fullest advantage. Railway privatization is truly a revolution in Mexico, one that has spawned a renaissance.

Back Again!

Arkansas Governor Huckabee and Arkansas & Missouri's passenger train will both be working in 1999

FEW POLITICIANS can resist the romance and nostalgia of an old fashioned whistle-stop campaign train. Voters usually turn out in good numbers to see the candidates come into town by rail. Once again, the Arkansas & Missouri Railroad hosted an Arkansas governor running for re-election. Republican governor Mike Huckabee brought his two-car campaign special down the A&M. into Van Buren, Arkansas, on Friday, October 16, 1998.

Governor Huckabee also brought good news for train lovers in the crowd of approximately 100 people gathered on the platform of the Van Buren depot. Huckabee announced that the A&M would continue its popular excursion train next year. As he spoke alongside the governor, new railroad CEO Larry Bouchet smiled as he pointed to Huckabee and said, "He twisted my arm. We're going to give it one more year."

Survival of the passenger trains past 1998 had been in doubt until recently. With the retirement of A&M president and founder Tony Hannold in May 1998, the railroad announced this would be the last year for the excursion service. A plateau in ridership and increased freight demands were reasons given by the shortline for the discontinuance. Concerns about the loss of tourism to downtown Van Buren spurred efforts by the local Chamber of Commerce to find a qualified concessionaire to assume the passenger operation. Estimates are that 15,000-20,000 people ride the train each year. The season runs from April through November.

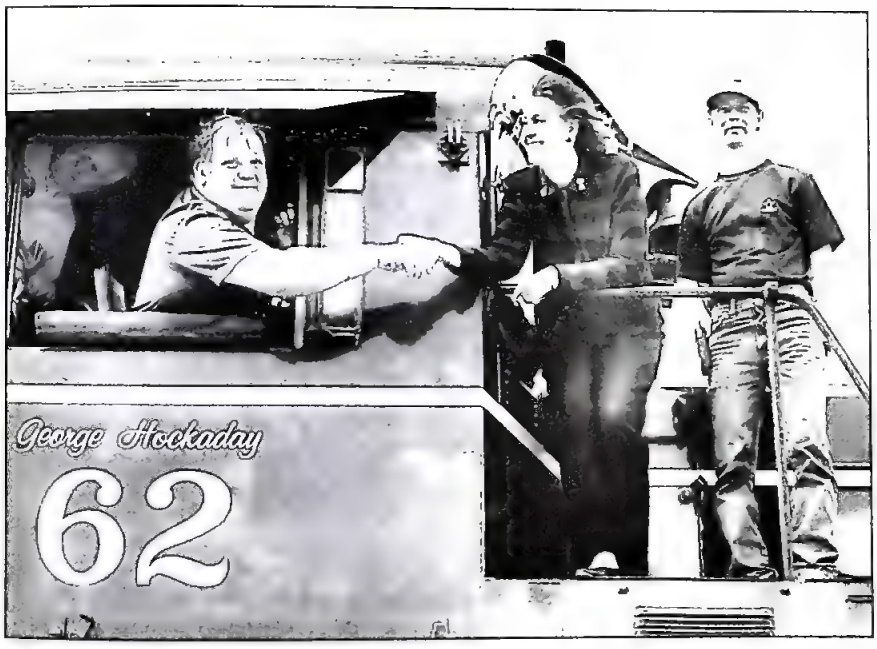
***ARKANSAS GOVERNOR MIKE HUCKABEE** and a crowd of supporters are entertained by musicians on the platform of the Arkansas & Missouri depot in Van Buren, Arkansas, on October 16, 1998 (**above**). The Arkansas & Missouri runs one of the classiest passenger trains in the country as evidenced by A&M RS1 22 (J.A. Hannold) exiting the south portal of the Winslow, Arkansas, tunnel on an Ozark Mountain spring day in 1994 (**below**).*

Photography by James P. Bell

By late summer, an operator who met the railroad's standards had not been found. Meetings between Bouchet, Governor Huckabee and Van Buren Mayor John Riggs resulted in the final decision to continue excursions next year.

"We had a beautiful ride down this morning," said Governor Huckabee as he spoke to the Van Buren audience. The governor stressed the importance of the railroad, not only to the movement of freight, but to boosting one of Arkansas' main industries, tourism.

Huckabee's train began in Rogers, Arkansas, then stopped in Springdale and Fayetteville for campaigning. After Van Buren, the passenger special crossed the Arkansas River into downtown Fort Smith in the early afternoon for one final speech. Huckabee and his entourage then traveled on by automobile and chartered bus. The passenger train later deadheaded back to Springdale.



In October 1990, the A&M put together a campaign train for another Arkansas governor, Bill Clinton (see RAILFAN AND RAILROAD, November '90). Clinton's train used a streamliner consist operated on the A&M by the Boston Mountain Rail Excursion Service from 1989 to 1991. Huckabee's train utilized two heavyweight coaches, former Erie-Lackawanna cars, which are part of the A&M's passenger car roster. Unfortunately for Governor Huckabee, Tony Hannold's private business car, *Traveler*, which brought up the rear of Clinton's campaign train, was not available. The *Traveler* was sold to a New York short line just prior to Hannold's departure this past May.

Gov. Huckabee won his bid for re-election on November 3rd. The A&M passenger excursion train made its final trip of the season on November 14th. On the last day's run, a film crew was out shooting footage for advertising promotionals for next year. Riders and photographers were treated to the orange and golden yellow foliage of a late autumn. For now, Arkansas continues with Mike Huckabee as its leader and railfans will have one more year to see burgundy Alco's pulling classic passenger trains through the Ozarks.

***CONDUCTOR BOB OSWALD** waits on the open platform of the combine of the A&M excursion train at Chester, Arkansas, as Governor Huckabee's campaign train approaches on October 16, 1998 **(above)**. Later that day, Arkansas First Lady Janet Huckabee shakes hands with A&M engineer Bruce Bennett as Casey Sheppard looks on at the endof the trip in Fort Smith **(left)**. Waving from the back of a campaign train is an American tradition, carried on by Governor Huckabee's staff in Van Buren **(below)**.*

by
James P. Bell

Train was Three Years Late

by Albert J. Miller

WE USED TO BE MIGHT PROUD of a little railroad which brought its train into Galveston, Texas, by sea. On sunny days a crowd would gather at the foot of 18th Street shortly before one p.m. A towboat whistle would echo through the streets. Moving lazily in the sun would appear a barge laden with three boxcars and a coach, a combination car and a locomotive. You could hear the exhaust of the towboat cease and the clang of a bell in her engine room as she went into reverse, easing the barge into the slip. Timbers creaked, men threw ropes. When all was secure, the conductor would come awake and signal the engineer, who would thereupon put down his magazine and clank ashore with two cars, switch over and back for the other three.

In the lazy sunshine, with the spice of tarred cable in the air, we used to think this was railroading at its most picturesque. Only the one train a day arrived from Beaumont over on the mainland to the east. Noon-hour loungers always knew if she was late. During the years 1900-1903 the little train enjoyed the distinction of being very late indeed—it lacked just four days of being three years late! Surely this should stand as a record graven on stone.

Today the Gulf & Interstate is a nicely kept branch of the Santa Fe, but when it was dreamed up in 1899 and 1900 by two promoters, L.P. Featherstone and Fox Winnie, its light rails were ballasted largely with optimism. At Beaumont, some 77 miles to the east, stood the offices and car servicing plant. From there the line ran over to the Gulf of Mexico and along those stormy shores to Virginia Point, where the engine broke the train and stowed her on the barge. As the country was flat and sandy, not very productive, I used to wonder why the pike was ever built. Handling mainly carload lots, it may have been intended as a terminal line; or perhaps someone hoped to lease it at a profit to some railroad, as the G&I was the most direct route to the East from Galveston Island.

In the two-by-four garden at Beaumont there was just about enough rolling stock to make the one mixed train. Though it had few frills, this homelike affair was the pride of Messrs. Featherstone and Winnie. On her daily rounds the train would halt at every station so the people would know the railroad still loved them. One of these stops still bears the name *Winnie.*

No well informed Texan is likely to forget the date September 8th, 1900. At about seven a.m. the G&I mixed train squeaked out of Beaumont under a gloomy sky which stabbed with short and fitful gusts of wind. Along the shore near Virginia Point, the storm suddenly began to bare its teeth as a hurricane. The wind rose like a tightening harp string and the water rolled and tumbled over the pathetically light rail. At this time the skipper might have backed all the way to Beaumont, but he wanted his lunch. I suppose he thought the blow would be over in a couple of shakes, or that he could get to the ferry slip.

None of us expected the storm to strike with all the might and terror that it did. By the time the crew saw what was coming, whole sections of track had been ripped out in both directions and flung aside.

As the hurricane beat upon the trapped cars, which shivered under the impact of water-carried wreckage, the crew and passengers must have huddled in corners away from the shattering windows. I can't say positively what they did. Had they tried to reach higher ground some would have been drowned and others crushed by heavy debris as were six or seven thousand people on the Island and nearby country. As it was, the train's weight held the iron in place under the wheels and the cars stayed erect until the winds gentled and the waters went into reverse, leaving the six-car job standing askew in a trackless waste, its engine cold and running gear caked with mud. I wonder what the agent at Galveston chalked up on his board? Did he change "On time" to "September 9th" and later to "Next year"?

In time the enterprising men of Galveston repaired the ravages of the blow. The little G&I was in receivership, but the promoters did not forget their lonely train. Still dreaming of profitable trade between Beaumont and Galveston, they snagged the rails and tacked them down along the peninsula so that they could pull the plug home to Beaumont — a sight to sadden the heart until painters, glaziers and mechanics had done their work. One more "last" spike was pinked down by Mr. Featherstone on September 3rd, 1903, a spike neither of silver nor gold, but good stout iron. That spike now belongs to the Santa Fe, along with the rest of the G&I, which has put the branch into splendid shape and runs some trains out of Galveston through Beaumont as far as Longview.

Noon-hour crowds at Galveston had missed the whistle and clank of the little boat train, had found the dock sad and empty. As the day neared for its appearance, the Business League made plans to celebrate with a hearty Texan furore. Then the actual date of arrival was changed more than once, so they decided to postpone their flag-waving until the first excursion train. On September 4th, 1903, the engine and several cars, all reserved for passengers, left Beaumont at the usual seven a.m. The skies beamed as the mixed job made its many station stops, trundled aboard the barge and thrashed into Galveston about one p.m. with whistles tooting triumphantly on tug and locomotive. Men cheered when the engineer proudly eased ashore with his cars, rolled up to the waiting-room and ground to a stop. Their train was home again!

But when he picked up his piece of chalk, the agent must have paused a moment wondering whether to write, frankly: "three years late, lacking four days."

HOG BACK FREIGHT

by B.R. Dixon

THEY CALLED ME THE POET LAUREATE of the New York Division, kidding me quite a bit about the doggerel I dished out now and then in connection with my work as locomotive engineer on the Pennsy; but I enjoyed it and let them rave. In 1902 I was promoted to the right-hand side, more years ago than I like to recall. I'll never forget the sense of elation I felt the first time I sat at the throttle.

My job was running freight between Morrisville, Pennsylvania, and the terminal at Jersey City, New Jersey, over the cutoff. Freight crews on the Southern and Western divisions cut off trains there, and New York Division crews took them on to the terminal, where cars were loaded onto floats and hauled across the Hudson River to New York City by the company's tugs. At that time there were only two receiving yards at the Jersey City terminal. When freight was running heavy, due to lack of yard room, the trains would lay out sometimes 30 miles, one behind the other, waiting to get in — a long, long wait. Lying there one night while the temperature was near zero, I had plenty of time to compose the following:

I run on the Pennsy and carry a grip.
Twenty hours overtime every trip.
I have a good job, the people say,
For I work by the hour and not by the day.

I left home one trip, the baby could creep;
When I got back he could walk.
I left again, with three hours' sleep,
And when I returned he could talk.

I ran these tonnage trans for ten years. It was the toughest job in all my 40 years of railroading. We were known as "hog-backers." The engines were freight hogs capable of hauling 4000 tons. When we pulled out of the yard with a tonnage train in those days we never knew when we'd be back. Thirty to 40 freight crews were stationed at Trenton, New Jersey, to handle this freight. We ran first in, first out. Crews were ordered out, of course, regardless of time or weather conditions. One day during a blizzard and tie-up, I wrote:

Do you wish a life of hardship,
Would you work both early and late?
Then move to Trenton Cutoff and run
Hog-back freight.

Your door bell rings in the early morn
Its sound you will learn to hate.
"You're ordered! Two-thirty for Jersey
To run hog-back freight."
The weather! Who cares for the weather?
A kick you may agitate,
But you'll go just the same or lose your job
Running hog-back freight.

We had an engineer whom I will call Stillman, a nice fellow but not cut out for tonnage trains. He was always in trouble, yanking out drawheads, stalling for steam or running short of water. If he pulled out of the yard ahead of you on the same order it meant several hours added to your usual 20 or 30 in making the trip. So you can appreciate the pleasure we felt when he was put on a yard engine. I lay behind him one very cold morning, delayed while the wrecking crew set out a car in his train with an end pulled out, and I wrote:

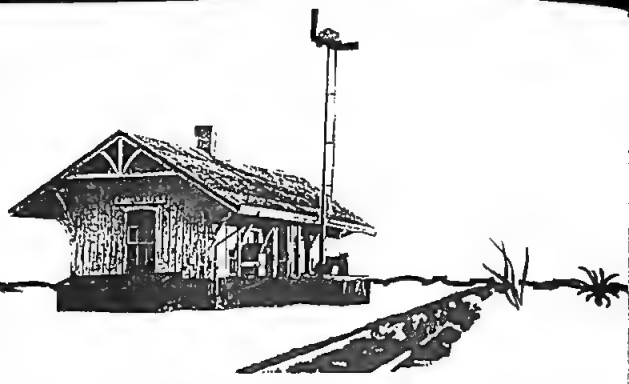
"What makes this old plug work so hard?"
Said Stillman on the grade.
"She's overtrained, she's overtrained,"
The weary stoker said.
"What is that groaning noise I hear?"
Said Stillman on the grade.
"The valves are dry, the valves are dry,"
The weary stoker said.
The lubricator has fed out,
The oil has gone to pot,
Everything but the firebox
You can see is stinkin' hot.
I'm going back upon the farm,
Where happy was my lot —
If I ever live to see tomorrow morning!

Meanwhile the Pennsy was building an immense freight yard at Greenville, adjacent to Newark, New Jersey, to accommodate a dozen or more tonnage trains. When this was completed, we could make a round trip in a reasonable length of time. These freight jobs were partly responsible for bringing about enactment of the eight-hour law, as we were not relieved at any time until the long slow trip was completed. Keeping awake was a problem at times, but we managed to catch a few winks when we pulled up behind other trains. Sometimes you'd snap out of a doze and see a clear road ahead. You were allowed only ten hours between trips, which gave you six hours' sleep at most. But it's a great life to look back upon; and, as I said, I got quite a kick from grinding out rhymes.

I am now 74, living in Florida. Would like to hear from some of the boys who used to work tonnage trains 40 years ago.

These stories first appeared in the August 1942 RAILROAD magazine. The main feature was a look back at the Colorado Midland by Carl Lathrop, complete with a roster. Other features included coverage of the shortage of railroad workers brought on by World War II. The cover artwork alluded to a Santa Fe photo essay inside. "On the Spot" presented a dispatching problem for readers to solve. There was also RAILS IN WARTIME and ALONG THE IRON PIKE, both by Joe Easley, a novelette and three TRUE TALES OF THE RAILS.

BOOK DEPOT



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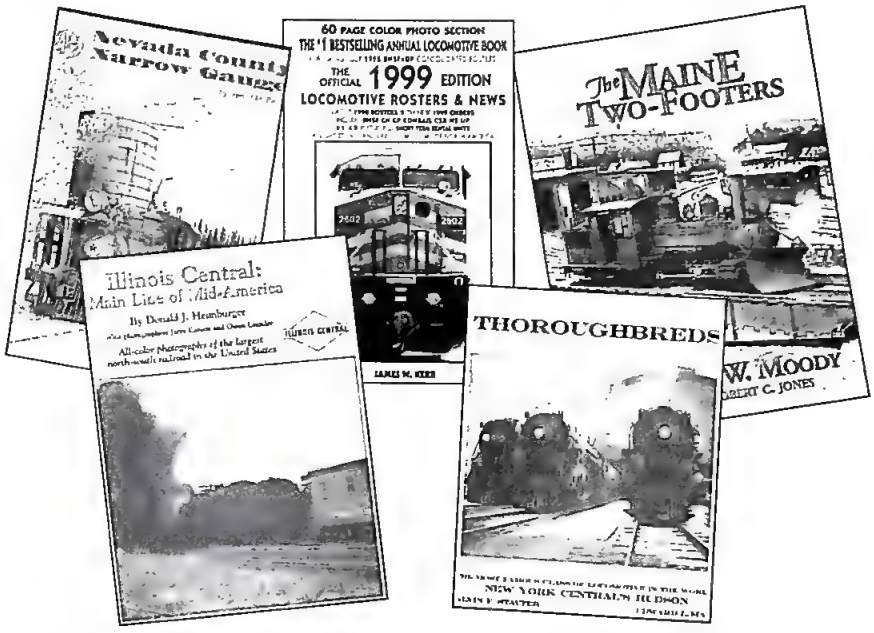
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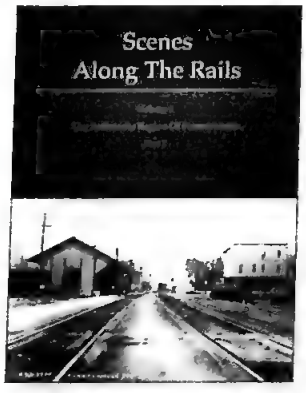

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ON THE MENU

by JAMES D. PORTERFIELD

Minnesota Zephyr

YOU CAN'T BELIEVE EVERYTHING David Paradeau tells you. Thankfully, that is a compliment.

David is the owner of the *Minnesota Zephyr Dinner Train,* which operates year-around out of Stillwater, Minnesota. It was on a recent visit to Dave's train that I encountered his "says/does" discrepancy.

David says, for example, "I'm a business man. The *Minnesota Zephyr* is a business." Not ten minutes later he gleefully leads guests on a tour of his train. As we ease by the noisy 1500-horsepower prime mover in F7 No.787 enroute to the cab, he exclaims, "Isn't that the cleanest thing you've ever seen on the inside of a locomotive." Even Phoebe Snow might have to agree with him.

Or he says, "I don't know a thing about trains and railroading. I come from a marketing and advertising background." The latter is true. David credits his 22 years as a marketing and advertising executive for his success with the dinner train. But he can rattle off numbers like railroad business managers throughout history. About his right-of-way, for example: "Twenty-two dollars a tie, 3300 ties a mile, eight miles of track. Plus four dollars to dispose of each old tie removed. You do the arithmetic." We did. That totals $686,400. "Right," says Paradeau, "and that's for something nobody even sees." And he can roll up his sleeves in the tradition of the old section gangs, as his engineer Jack Anderson notes in recounting a recent episode wherein he and David had to get out into the woods to remove seven trees felled across the tracks by a storm, then inspect the tracks for damage before the evening run.

He even says, "I'm not a railfan." Later, responding to a question about his departure point at 601 North Main Street in Stillwater, Minnesota, which could be mistaken for a restoration, David points out that he built the "station" from the ground up. "I wanted something reminiscent of the old Northern Pacific depot here. It was torn down in 1960." So in 1993 he invested nearly $1.5 million — "An exact replica would have cost $4.5 million," he says — to build his "reminiscence," complete with a stone front, classic wide overhanging roof with arch supports, dormers, "everything but the clock." But what about that big clock mounted in the three-story high atrium that is the waiting room? Is it the one that adorned the clock tower on the original 120-year old depot? "I bought that old clock at an estate sale five years before I built the station. I knew then just where I would put it." Not a railfan? right!

All of this is not to say David isn't a business man. And he clearly takes pride and delight in what he had built. He and his crew of 60 (ten of them full-time), with the help of leased equipment and workers when needed, maintain that eight miles of former Stillwater & St. Paul Railroad, ex-NP track through rural Minnesota, traveling along the St. Croix River into Dutchtown, then climbing 250 feet up a 2.2% grade, one of the steepest in the United States, along scenic Brown's Creek.

He has given the operation a lot of thought. "I believe there is a big market for this form of dining entertainment," David says. "People who are over 60 remember riding the train with fondness. People who are under 60 have nostalgia for the slower, more genteel pace of that earlier era. Those two groups comprise a bulk of the adult population." To reach them, he spends upwards of $300,000 a year in advertising, relying heavily on billboards and cross-promotional opportunities through tour groups and local, state, and regional tourism promoters.

"There are nearly eight million people within a 450 mile radius of my train," according to Paradeau. In the parking lot, a roughly equal number of Minnesota, Wisconsin, and Iowa license plates confirms his assertion that people come from throughout the region. "In the eleven years I've been here, I've served 500,000 meals. That leaves seven and one half million people who have yet to enjoy my train." At the close of 1998, the *Minnesota Zephyr* is headed for

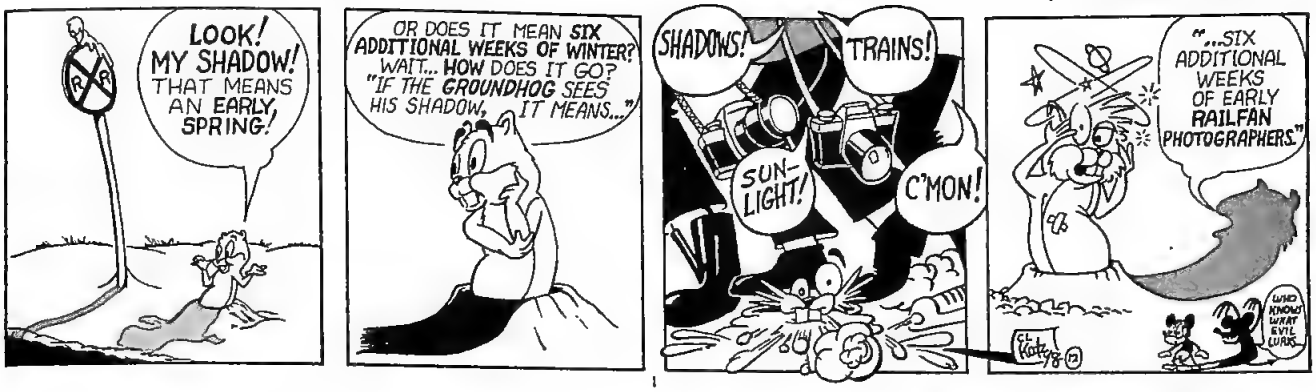
Minnesota Zephyr Dinner Train photo

THE *MINNESOTA ZEPHYR DINNER TRAIN,* operating year-around out of Stillwater, features F7 787 and FP9 788 operating in "pull-pull" style with a deluxe consist of refurbished domes and coaches.

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.

RAILFUN

by CURT KATZ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a record year, serving over 50,000 meals. To serve that number of passengers, as many as ten trains a week are run, with seasonal adjustments made to meet demand.

All of this reflects David's innovative, aggressive marketing style. On board a recent run, for example, were a group of physicians, guests of a pharmaceuticals firm which was making a presentation in the first car; what is called "word of mouth marketing." David Paradeau: "I look for every opportunity to market seats on my train" (remember, he said this is a business). He also inaugurated the highly successful Family Adventure activity on Saturdays that includes a tour of the Depot Museum and train, a chance to meet the conductor and engineer, a 45-minute excursion ride and a box lunch. And his reservation system has been licensed to others in the restaurant and dinner train industry.

On a typical run day, Executive Chef Todd Weiss and Chef Terry Hodges arrive at the new kitchen set up in the "baggage room" at 6:00 a.m. Here they bake rolls, dress game hens, make soups, prepare salads and put the meats to roast. Onboard crew members begin arriving at 4:00 p.m. to dress the cars for dinner, including setting out 2200 pieces of china. At 6:00 p.m., the foods are loaded into the serving kitchens for finishing to serve after departure.

Tonight's passengers begin arriving near 6:00 p.m. to check in at the ticket counter for their boarding passes. While awaiting boarding at 6:30 for a 7:30 departure, a growing crowd mills about the station Atrium, what would have been the waiting room, and studies the relics, displays, and photographs of Stillwater's earlier days as a logging and railroading center (across the street sits the remnants of Minnesota's first state prison). As the 6:30 boarding time nears, Train manager Bob Bohrer takes up his position at the doors leading to the platform and greets each guest as he collects their pass.

FP9 No.788 leads a consist made up of two diner-lounges, the *Grand Dome* — ex-SP 1938 80-foot glass dome car — and the *St. Croix Vista Dome Club Car* and three additional dining cars, including the 1949 *Northern Winds*, out, with the F7 carrying the markers (it leads the train back). Taking up seat 47A in the *Lake Winds*, a guest is greeted by Attendant Cathy MacKenzie and served a crisp, cold shrimp cocktail. The table is set in the grand manner, with white linen table cloth graced by peach linen napkins, cream-colored china trimmed in dark blue and gold, an array of silver, iced drinking water, rolls and butter and a distinctive turn-of-the-century-looking candle-powered globe lamp. The car itself is trimmed in various shades of grey and burgundy with upholstered chairs outlined in mahogany, the windows framed in delicate lace curtains. As drinks are served, the train departs and a house specialty — creamed Chicken with Wild Rice Soup — is placed before us.

A salad of fresh greens topped with sun-dried tomato vinaigrette dressing garnished with fresh tomatoes, basil, roasted pine nuts and crumbled feta cheese follows. Traditional entrees include choice cut Prime Rib with sharp Zephyr Sauce, served with buttered chived potatoes; Baked fresh North Atlantic Salmon with drawn butter, served with White Rice or a tender, moist roasted Rock Game hen covered with Orange Glaze, served with Minnesota Long Grain Wild Rice. All are accompanied by crisp green vegetables of the season.

Tonight, however, we are in for a treat, a new menu item: Roast Tenderloin. The tenderloin is first seared, then rolled in spices, roasted, and served with Italian Mushroom Sauce, accompanied by parsley butter baby red potatoes, peas and carrots. It turned out to be flavorful, fork-tender and delicious. Dessert is a wedge of New York-

James D. Porterfield

ONBOARD THE *MINNESOTA ZEPHYR*, over 2200 pieces of china are used to set the tables. Guests find linen table cloths and napkins, rolls and butter and a candle-powered globe lamp.

Hey! I saw one of those new AC units last weekend... I *think* it was number 53 (or *was it 54*)... Well, I'm *pretty sure* it was on a coal train. *I sure wish I had written it all down...*

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The 16-mile round trip lasts about three hours, to return at 10:45 p.m. As guests depart, they can be overheard saying "Oh, fun, real fun," What a great time," and "What a trip." One wonders: Did this satisfy the businessman, the marketer or the rail fan in David Paradeau?

To learn more, or to make reservations, telephone 651/430-3000 or 800/992-6100 or visit *www.minnesotazephyr.com* on the web.

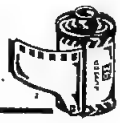
Notes

Galesburg, Illinois: "You retired last night to a lullaby of EMD's and GE's in four- and six-part harmony serenading you as they passed outside your window." Thus opens the description in a brochure sent by Rita and Ron Hatch to call my attention to their Knox Station Bed & Rails. Stay in one of two bedrooms that place you just 100 feet away from the BNSF (ex-ATSF) mainline, one of ten railroad lines in the Galesburg area. In a telephone conversation, Rita pointed out that as many as 50 trains a day rumble past their property. "Our large open deck overlooks this action," she says. Knox Station is seven miles from Galesburg, itself 3½ hours from Chicago. Ron Hatch is known, too, for his railroad art. He's done twelve acrylic prints for the annual Galesburg Railroad Days celebration, and has another 20 designs on J/Bar Rail T-shirts. For more information on a stay at Knox Station, or to make reservations, telephone 309/289-4047 or visit *www.rrhistorical.com/knox* on the world wide web.

Oak Park, Illinois: A recent brochure announced a 24-day global journey by Concorde to mark the "Gala Inauguration of the *Great South Pacific Express,* Australia's *Orient-Express*." Your $64,000 fare gets you on board the *Venice Simplon-Orient-Express,* the *Eastern & Oriental Express* and, for seven nights, the new *Great South Pacific Express* through parts of Australia. For reservations and information, call 800/524-2420. ⊂

CAMERA BAG

by JIM BOYD



Learning on a 4 × 5

YOU WOULDN'T KNOW IT by looking at one of today's "auto-everything" 35mm's, but a camera is really a pretty simple mechanism. And while technology can make a good photographer out of almost anyone today, I've been wondering how the newcomers are learning the techniques of photography. I did it the "hard way" with a bunch of manual cameras and the guidance of one expert at just the right moment to point me in the right direction.

I suspect that today's beginners just cut out the "bunch of manual cameras" step and get better results quicker with automatic cameras with good light meters. One seasoned "pro" at just the right time is still helpful, though.

I began with a couple of simple snapshot box cameras and quickly got lost in the incomprehensible intricacies of my dad's Zeiss Ikon folding 120 roll film camera. It had *f*-stop, shutter speed and focus adjustments, which was almost more than I could handle, and I'm amazed that I got anything worth printing out of that beast. When I met J. Parker Lamb at the University of Illinois in 1959, however, he showed me the basics, and I was off and rolling. He sold me a Kodak Chevron 620 roll film rangefinder camera and showed me how to use it. My results quickly got much better.

In 1962 I enrolled in the two-year photography course at the Layton School of Art in Milwaukee and gained the photographic and graphics skills that would later serve me well as editor of R&R. But thanks to Parker and his Chevron, I had a solid foundation to build upon.

The main learning tool at Layton was the 4 × 5 monorail view camera. This was a photographic instrument at its most basic, with Civil War era physics and 1930s hardware. It was a clunky machine, but it could do things you couldn't even come close to today with a 35mm — which is why nearly all the professional studios still use view cameras — 4 × 5 and larger, up to 8 × 10 and even 11 × 14 sheet film — for set-up work.

The view camera was like an accordion, with the two halves mounted on a guide rail and joined in between with a bellows. The front rack mounted the lens, and the back rack carried the ground glass focusing plane and film holder bracket. In the middle of the rail was a tripod mount, and you could move the front and back racks independently of each other to frame the image and focus it. And both racks had vertical and horizontal "swings and tilts" to angle the lens and film plane independently to adjust keystoning and the plane of focus.

When you had a chance to play with a view camera, you quickly learned the physics of the lenses and how to control and manipulate them. You could see precisely how depth of field worked and how the plane of focus could be manipulated to lay it down across the subject, instead of just standing like a wall in the middle of it. While this knowledge seemed to have little apparent practical use in my later 35mm photography, the understanding of how the camera and lenses were working often pointed me in the right direction for selecting lenses and camera angles for specific jobs. I also used my knowledge to do a series of articles for RAILROAD MODEL CRAFTSMAN on 35mm photography of model railroads which opened up the techniques that have become almost universal since then, using the basics of 35mm camera logic rather than gimmicks to get predictable results

from conventional equipment (use short lenses at the smallest possible aperture and bracket exposures to compensate for reciprocity failure).

At a time when the films were not as fine-grained as we have today, the large 4 × 5 negative gave a crispness and wide range of tonality that was impossible with the smaller formats. But a 4 × 5 was also much less forgiving of error. You really had to know how to drive the camera and pay attention to every detail, or it would turn around and bite you! (I still have the heartbreaker negative of five Santa Fe PA's at Joliet on a strawberry train that is completely out of focus because on the 4 × 5 Crown Graphic I was using I had not set the lens board to the "infinity stops" and shot the scene focused about a million miles beyond infinity.)

The "hand" camera 4 × 5s like the Crown Graphic and Speed Graphic were the tools that put photographers like Jim Shaughnessy and Dick Steinheimer and Johnny Krause on the map. The Speed Graphic had an adjustable focal plane shutter on the back rack, while the nearly identical Crown Graphic used only a lens-mounted blade shutter on the front. You could also use the blade shutter on a Speed Graphic by simply cranking the focal plane curtain open.

That Speed Graphic focal plane shutter was a real teaching device, too. You could adjust both the curtain opening and curtain travel speed independently, so 1/400TH of a second could be achieved with maybe three or four opening/speed combinations. Remember those Lucius Beebe steam action photos that had the locomotive "leaning" into the shot? That was using a narrow curtain slit at slow speed to "paint" the moving image over the film surface. Since the curtain traveled top to bottom over the upside-down image on the film, the track level was exposed first, and the curtain slit gradually swept "upward" over the scene as the engine moved forward, creating that forward sweep on the negative.

This is stuff you just don't get with today's cameras. And I wonder if today's photographers have the knowledge of the basics of camera physics. With 35mm cameras, you can get a wonderful variety of lenses from fish eye wides to super long or super fast teles. The overall level of photography is better now than it was 25 years ago, thanks to faster and better color film and the availability of all those lenses.

But there are reasons why today's photographers can't usually match the black & white-era pros who learned on the large formats. Dick Steinheimer learned his darkroom technique from Ansel Adams, one of the first true masters of the photographic art. Ted Benson was doing exquisite journalism by recognizing and controlling light for black & white images that didn't need color to be stunning. And just printing your color images in black & white isn't the answer. You need to know the basics of the camera and darkroom to be able to "think" black and white and "see" the light in monochrome to be able to capture it.

Just using black and white film or playing with an old Graphic isn't the solution — though it would be a good exercise for a newbie photographer. In recent years I've seen a lot of large format work that was maddeningly ordinary — a "picture" that you just wouldn't bother with in 35mm but which becomes somehow monumental when

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The Asheville Trains
Baldwin's Baldwins
Freedom Train Photo Contest

December 1977
Index to Vol.1
The Camas Prairie
4449: Homeward Bound
Story of the FL9's

April 1978
Texas Transportation Co.
Strangers in South Station
Union Pacific into Chicago
Kenova and coal

May 1978
Chicago's new look
Roundhouse foreman
Extra 454 South
The Gila Bend Mixed

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Narrow Gauge country
Sand Patch
Bone Valley creatures
Chessie encounters

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Tracking the South Shore
Houston's Belt
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Central Vermont Steam
Katy's Oklahoma F's
WP's Third Subdivision
Five Alcos and a Mack

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Ashley interlude
CP Rail Vermont
The Berk goes to work
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Surprises at Steamtown
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Blue Dragon of
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NRHS Colorado Rails '82
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2716's Appalachian Odyssey
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Wabash Valley
The 3985
Amtrak vs Bray Boulder
MoPac's Navy Pt.2

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Kuralt Exploring America
TP&W President McMillan
Boston's F-units
The Tip-Up

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The Zephyr goes Amtrak
Eagle Mountain's last day
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NRHS Convention
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Changes on Mt. Washington
GG1 retirement party
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The Challenger on Sherman Hill

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NRHS Banquet Address
The SP Lakeview Branch
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EMD invades England
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The Rutland Train
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CN's covered wagons

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Hartford & Slocomb

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Quaboag and the Quasar
The Amador Central
Illinois Central on my mind

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Snowtume Safari
Golden Spike Photo Contest
A gathering of "PV's"

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The colorful Joint Line
"Biloxi Blues"
Update on the Apache
Pinsly comes to Florida

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The NRHS Convention
Gasoline Alley
Baldwins on the Trona

December 1987
BN's Northwest "Funnel"
The Mississippian tradition
IRM 1987 Railfan Weekend
The well prepared traveler

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The North Western In Iowa
Greyhounds of the Overland Trail
A touch of Gray
North Shore Line

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Photo train through Arkansas
Freight on the "EI"

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The Atlantic & St. Andrews Bay
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Something old,Something new

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Rocky Clubs 50th
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1522: Mountain Railroading
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Collins Curve
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The Seminole Gulf Railway
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Railfanning the Seminole Gulf
Its a "Krok"

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Remembering the Katy
CP's Maine Line Pt.3
TTX Annual Report
Katy Color

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L.A. Union Passenger Terminal
Celebrating L.A. in May
Remembering Katy motive power

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The Richmond
Fredericksburg & Potomac
Steam returns to Maine

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NRHS Convention
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Railroad men
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Steam in name only

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The "Canyon"
In memory of "BK"
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When slides come back

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Riding to Winterail
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Tale of a Century 420

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Huntdale at Night
Crestline, Ohio
Railfanning: China style

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Yakima "Steamfest '90"
The SDP40F Story
Weekend in the Twilight Zone
Red F-units & Yellow SDs

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"Photographers Weekend"
CN's Atherley Swing Bridge
Washago Junction
SDP40F, Pt.II

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ConRail's State Line Tunnel
Steam through Patagonia
Crowsnest, Cranbrook & Coal
Velvia & Exposures revisited

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Philadelphia's PCCs
Indiana & Ohio GP30
Sacramento: 10 Years
Crowsnest, Pt.2

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Beaumont Hill
Last run of the Electroliner
Return of the Electroliner
Incoming Spuds

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Riding the Super Fleet
The Thermal Belt
The "other" 2-6-6-4s
Shooting Super Fleet in B&W

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Project 2472

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Tracking the Green Machine
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Green Bay & Western Today
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Convention
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Kodak's new Ektachrome 64X

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Erie E8s in New Jersey
Sacramento River spill
Simpson Timber
1991 Cover One winners

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RailTex in Georgia
Last train on the OC&E
Brill's "Other Bullets"
Amtrak's "Keystone Classic Club"

February 1992
Comparing the Bullets
Today's Missabe
Maine Central's last winter
Index to Volume 10/1991

March 1992
KCS on Rich Mountain
North to Alaska-In style!
Artwork of Paul Adams
Ultimate steam excursions

April 1992
1991 California Limited
Santa Fe 4-8-4s
3751 and Stan Kistler
2 Hours at Tunnel Two

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Twin Cities to the Twin Ports
Colorful Rectifiers
Steam returns to Susquehanna
The E44: PRR's Last
Freight Motor

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Last Days of Chehalis Western
Medi-Flu 15
Super Duper Fleets
11th Annual R&LHS awards

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CSX-ing the RF&P
"Campaign '92"
"K" Line and ITS at Long Branch
Processing Kodachrome

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New Hope for the New Hope
Chicago's Freight Tunnels
Arizona & California

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San Jose '92
Commuter Service L.A.
Bill Clinton campaign Train

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Streaking Across Texas
Boston's Last PCCs
Cover One Contest Winners
The Steam Season

January 1993
Soldier Summit
Persuing the POTUS
Metro-North's "Boston" F10s
Steamtown 1992

RAILFAN & RAILROAD BACK ISSUES

February 1993
Index to vol.II
"Ultimate" Photo Freight
Santa Claus and the
Clinchfield Challenger

March 1993
Amtrak welcomes the X2000
Milford-Bennington RR
Northeastern Vacation
Your Photo "Philosophy"

April 1993
Steam in Poland today
Stevens Pass
Hasselblad photography
Eating along Enola

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SD45: EMD's Muscle Machine
The "Rotary Club"
Preview: 1993 NRHS
Convention
Qualex goes stupid

June 1993
Conventional wisdom
Filming "The Fugitive"

July 1993
"New" Pinsley paint
Port St. Joe Route
SD45: EMD's Muscle
Machine, Pt.3
SD45 Color Special

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Eureka!
End of the Sugar Beet Era
Amtrak's Sunset
goes Transcontinental
UP's "New" E-units

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Man: What an island
SD45s: We Deliver!
Growing up in the
Age of the SD45

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The Badger is Back
Where's Trinchera Pass?
F-units in Yakima Canyon
Connecticut's Shore
Line East

November 1993
Ann Arbor and Grand Trunk
NRHS "Chicago 1993"
Down a Beet Road
Photo Backpacks

December 1993
California Baldwin Bonanza
Steamtown 1993
West from Thief River Falls
Goodbye GB&W and
Fox River Valley

January 1994
Way of the Zephyr
Milwaukee Road 261
Climbing Cantara
Milwaukee Road 4-8-4's

February 1994
Alcos of New South Wales
The Historic Housatonic
Index to Volume 12
BN's Blakely Barge

March 1994
Photo Line Special
Route of Pink Rock
Why Boys Still Leave Home

April 1994
Portola Preserves Diesels
Shots of the Centurys
Railroads of Ft. Worth
BN's "High Line"

May 1994
Iowa's Scenic Line
Both Owl's are
Alive & Well
Insurance: Necessary Evil
Minnesota Commercial

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Seeking Russian Steam
Exploring Metro-North
Steam vs. Diesel
SD45's Come Home to BN

July 1994
The Georgia Northeastern
Georgia Marble's RR at Tate
Tremont & Gulf
A Reborn Rocket

August 1994
1994 Guide to Dinner Trains
Return to McCloud
13th Annual R&LHS Awards
Happy Valley Helper

September 1994
The Channel Tunnel
Farewell to MARC E9s
Green Diamonds & Red Diesels
Railway Potables

October 1994
New Hampshire & Vermont
Last Call in Montreal
NRHS Atlanta
Amcuisine 1994-95

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R&R 20 Years
Stories We Could Tell
Joliet: 30 Yrs. of Railfanning
Returning to the Rails

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The Colorful Susquehanna
Sparta Mountain & the
Susquehanna Loop
EBT: Past & Future
Aberdeen, Carolina, & West.

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Index to Volume 13
High Green at Thunder Hawk
Memories of Louisville
Return of the Centuries

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NS Steam Finale
The purposed Power Brake .Rule
Pureland's Pure Baldwins
Milwaukee 261 on the New River

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The Wood-Burners of Paraguay
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California... it Pours!
Remembering the D&S

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Railroads of Durham
Semaphores & Southern Tier
Knott's Berry Farm
goes Rio Grande

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Vans & Alcos (CP in Vermont)
Number 40's Florida Vacation
What's the Future of UP Steam?

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Anatomy of a Sierra Storm
Tuskagee Airmen
Where *Champions* Roamed
Pinon Pines and Semaphores

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N & W's remarkable 4-8-0s
R&LHS Railroad History Awards
Main Line Railroading in Oregon
Baldwin Field Day
Branch Line to Fame

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1995 Guide to Dinner Trains
Virginia Southern
N&W 475: Blacksburg
to Strasburg
On Ethics and Internet

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Steamtown's Grand Opening
NRHS Lancaster Conventions
Goin to Kansas City
Bluegrass Boats

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Al Rose Remembered
Filming Truman
Lehigh Valley in the Steam Era
Conrail's "Lehigh Line"
Canon's EOS System

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It's Government Work
Cover One Contest
Action on New England Central
Alcos on Kankakee,
Beaverville, & Southern
Visit to Virginia & Truckee: 1942

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Sabatage Strikes the *Sunset Limited*
Remembering British Columbia Electric
Southern Railway
Gallatin's Baby Train Master

February 1996
Index to Volume 14
Ghosts Under Wire
The American Orient Express
Conrail's Reading & Columbia

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Persevering PCC's
Reading & Columbia Follow-Up
All Aboard Santa Claus
"AC's" Return to Donner
The Great Miami & Western

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Those Western "Super Northerns"
The D&H to Albany (Part I)
Lukens Steel Alcos with Trolley Poles
The Lost Generation

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viewed on a 4 × 5 Ektachrome. It's still just an ordinary shot on an extraordinary format. But it's the image and not the format that is important.

So am I just hopelessly lost in the past? No way. The point I'm trying to make is that there is an entire level of learning that is being skipped today and may be overlooked completely in the future. And that ain't good.

There will never be the market for large format black & white that there was in the 1950s, but the serious railfan photographer should study the recognized black & white "masters" and learn to "see" in monochrome. And try a Speed Graphic if you get a chance — it's like running a sprint race in hip boots. You'll better understand and appreciate your 35mm when you're done. ⊂

RAILROADIANA

Large locomotives on Union Pacific

The Big Guys (Union Pacific's Largest Locomotives: 1949-1997), by Robert P. Olmsted, published by the author, 404 Arrowhead Drive, Lawrence, KS 66049; 104 8½"×11" pages, hardcover, $38.00 (outside U.S.A. add $5.50 shipping and handling).

I have long been an admirer of Bob Olmsted's photography. His style is primarily normal lens, straight-forward and basic and has evolved over the years to incorporate a greater variety of lens work. He exhibits a pleasing variety of angles and image sizes and puts the trains in context — and he could always seem to find framing elements in the most unlikely places like the Midwestern cornfields. I learned a lot from his early books, and he was a major influence on my own developing photography style.

Bob Olmsted is a true black & white photographer who understands light and how to use it in composition. You can tell by his results that he "sees" in black & white; he's not just a Kodachrome shooter who prints his stuff in monochrome.

In today's era of wall-to-wall color books, it's surprising to find a black & white book that really works, but this is one of them. Bob begins his pictorial tale of the Union Pacific's largest locomotives in 1947, when the world "was" black & white. Beginning on page six with a steam-enveloped 4-12-2, we immediately accept the crisp monochrome images of the three-cylinder beasts with far too many driving wheels. He then follows with eleven more pages of some of the best photos of these legendary beasts I've ever seen.

The pace continues as he depicts the 4-8-4s — including numerous grimy action images of the workaday 844 — Challengers and Big Boys. In the midst of the 4-8-8-4 coverage, Armour yellow begins to intrude in the form of the 4500-h.p. gas turbines that worked alongside the biggest of steam. As the pages turn, the turbines take over and the steam vanishes, and the reader accepts the transition in black & white without ever realizing he's now in the realm of color. And then the little turbines yield to the handsome two-unit 8500-h.p. monsters that came along in 1958.

Then come the two versions of the blunt-nosed GE U50s and the cab and booster versions of the EMD DD35s and the lone A-B-A set of Alco Century 855s. The littlest diesel giants depicted here are the SD45s, which seem pretty modest in comparison to today's super cabs. But there is no denying the overwhelming glory of the DDA40X Centennials howling up the Wasatch out of Ogden. The photos of the "Unlimited Power" era roll on with the wonderful variety that characterized the UP of the late '60s and early '70s, with even a Century 630 showing up piloting a pair of U50s.

The mighty MAC's and super cab GE's of today bring the story up to date in the last 17 pages. And permit here a personal observation. Bob, with the contemporary units shown here you've given in to the Western tele crowd too much and are missing the classic normal lens and open country images that made your work in the 1960s and '70s so compelling. Ration that big glass and get back to basics!

This book is nicely laid out, with intelligent and informative captions. The paper is

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heavy and slick, and the black & white halftones are excellent. I found this to be an immensely entertaining volume that captures the spirit of one of the finest eras of railroading, when the Union Pacific had unquestionably the biggest and best show on rails — *JIM BOYD.*

Colorado steam

If the images of the *Silverton Mixed* on **pages 6-9** appeal to you, you may want to check out **Colorado Memories of the Narrow Gauge Circle** by John Krause and Ross Grenard and published by Cartstens Publications. The book follows the narrow gauge empire around Colorado with numerous black & white photos of Denver & Rio Grande Western 2-8-2s in freight and passenger service. There are also other classes of D&RGW steam power, Galloping Geese and some scenes from the Rio Grande Southern. The book is softcover and has 130 8½"×11" pages in a horizontal format. It can be ordered directly from Carstens Publications for $15.95 plus $2.00 handling at P.O. Box 700, Newton, NJ 07860; 973/383-3355 or toll-free 800/474-6995.

If your taste in Colorado railroading is more towards standard-aguge steam, you'll find **Colorado Midland Locomotives** by Morris Cafky of interest. The 32-page 8½"×11" softcover horizontal book is a reprint from *Locomotive Quarterly* and contains numerous photos of Ten-Wheelers and Consolidations. There is also a nice, concise history of the CM within its text. It sells for $8.00 plus $2.00 handling and can be ordered from Carstens Publications at the above address and phone numbers.

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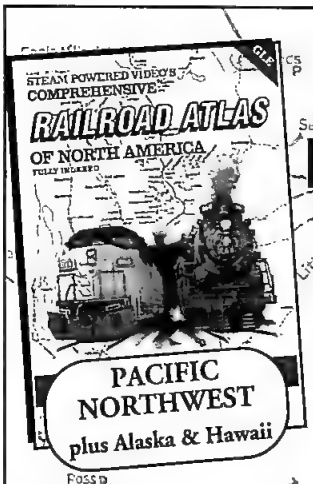

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TRANSIT CURRENTS

The Portland West

WITH VICE PRESIDENT AL GORE present, the Tri-County Metropolitan Transportation District of Oregon began service on its westside MAX light rail line on September 12, 1998. Also present were U.S. Secretary of Transportation Rodney Slater and many other state, local, and federal officials. The vice president indicated that Portland is the place where "life has meaning, where beauty is appreciated, and where people recognize that traffic jams are no fun."

The 18-mile extension to MAX — the Metropolitan Area Express — links downtown Portland with the Mark O. Hatfield Government Center at Hillsboro Central Station. At virtually every station along the line, new transit-oriented development of housing and business services have already taken place. Portland now enjoys rail service all the way from Gresham in the east to Hillsboro. Bus service on the west side of the Portland metropolitan area is totally restructured to feed into the rail stations so that rail and bus working together can better serve the public. Many thanks to Douglas I. Duncan and Henry Korman for the good news.

Trolleys return to Vancouver

Bob Webster writes from Kamloops, British Columbia, that after a wait of 40 years, five months and one day, electric railway operations have returned to Vancouver. The line, a little more than a mile long, operates along a right-of-way between Leg-in-Boot Square and Granville Island. This is the first phase of a proposed intercity electric streetcar system. City officials hope that eventually it will extend westward to Vanier Park and eastward through Science World, Chinatown, Gas Town, Stanley Park and downtown Vancouver.

The line was originally built by the Canadian Pacific Railway's subsidiary Vancouver & Lulu Island Railway. It was leased to the British Columbia Electric Railway Company in 1905, and for years served as a freight-only branch with many sidings. According to Bob Webster, only a few fan trips for passengers were ever handled over the rails. More recently it was a diesel freight line, and then CPR took over direct operations for a few short years and then the line was abandoned. The right-of-way was purchased by the city of Vancouver with the intention of setting up an historical operation and perhaps a future light rail transit system.

The inaugural run on the museum line was carried out by the former BCER interurban No.1207, built in 1905 by the British Columbia Electric Railway. Stored nearby is BCER car No.1231, which has been restored and is expected to be in operation in 1999. The 1231 is a graduate of the St. Louis Car Company production line in 1913. The two cars were operated primarily on Vancouver-Marpole-Steveston and New Westminster lines. Both cars operated during last run ceremonies on February 28, 1958, and both cars sojourned at different locations in Washington state before returning to British Columbia and their restoration. Many thanks to Bob Webster for the news.

Cable cars celebrate 125 years

Not only are the San Francisco cable cars now celebrating their 125th anniversary, there is also a brand new cable car to help in the celebration. It was 4:00 a.m. on August 2, 1873, that Andrew Smith Hallidie made the first cable car trip up Nob Hill. In 1998, brand-new car No.59 was completed by the craftsmen of the San Francisco Municipal Railway. New cable cars are handmade by MUNI carpenters and other craftsmen. It takes about 18 months and costs about $250,000 to build a new cable car. They are built to last. The reason the wonderful cable cars are still around for Tony Bennett and the rest of us to use and enjoy is the work of Friedel Klussmann. In 1947 she formed a citizens' committee to save the cable cars. It came in the nick of time because the city of San Francisco, in a brief but frightening detour into shortsightedness, planned to junk the cable cars. Now they are a part of the city charter; the cable car service must be maintained.

Since the restoration of the cable car system several years ago, with complete rebuilding of the track structure and all the other in-place facilities, ten new cable cars have been built. All told there are 37 of them in service.

New car No.59 replaces old car No.59 that was donated to the city of New Orleans in exchange for a classic New Orleans streetcar that will run on the MUNI F line along Market Street. So, next time you are in San Francisco, you and Tony Bennett can both ride on car No.59; indeed, your great grandchildren will be able to. Thanks to Dennis Cavagnaro for the news.

Altamont commuter service starts

The Altamont Commuter Express service is a new California commuter rail line that links Stockton to San Jose across Altamont Pass through southern and eastern Alameda County. Trains will link the area of less costly housing in Stockton and the San Joaquin Valley with the area of very high housing costs in Silicon Valley and the San Jose area.

It is difficult to find the skilled employees needed for the computer manufacturers and software developers in Silicon Valley around San Jose. Even the high wages offered by the computer industry are

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

Side Line opens

insufficient to offset the enormous cost of housing in the Silicon Valley area. The Silicon Valley Manufacturer's Group has been pressing for the new rail service for a number of years. To encourage use of the train, some companies are offering up to a 100% fare subsidy to their employees; there were advanced sales of over 800 monthly passes. Growth in the area has been substantial, and commuters between the San Joaquin Valley area and Silicon Valley have increased about 500% since 1980, with about 36,000 people driving through Altamont Pass each day. The new commuter trains will take slightly over two hours for what is now at least a three-hour drive during the rush hour.

There are two trains in the morning and two trains in the afternoon to begin with. More service may be offered later on. The towns served in addition to terminal areas are Manteca, Tracy, Livermore, Pleasanton, Fremont and Santa Clara. Many thanks to Ben Kerr for the news.

Big Apple news

The Metropolitan Transportation Authority of New York has just about finished its New York City Transit subway renovation project under Lenox Avenue. The challenging construction project involves replacing the Lenox Avenue invert (that is, the tunnel floor) between 110th Street station and 125th Street station. This part of the subway was actually below the water table and the tunnel had suffered damage from water over the years. Taking one track at a time and still maintaining some service through the tunnel, the job will probably be finished by the time you read this.

Good news in New York is that the MTA Metro-North Railroad enjoyed a record-breaking on-time performance. Systemwide, the on-time performance rate was 96.5%, with the highest percentage being 97.3 on the Harlem line. Better yet, Metro-North covered 61.5% of its operating costs out of the farebox and carried a record ridership of 62.6 million passengers. Maintenance has greatly improved; the mean distance between failure of Metro-North rail cars increased to 62,785 miles, considerably better than the goal of 56,363.

On the Long Island Rail Road, new diesel-powered train coaches will be providing service beginning in the fall 1998. They will feature a two-and-two seating pattern rather than the traditional three-and-two seating. The LIRR power fleet increased with the addition of 23 new dual-mode locomotives. They can run either as straight electrics where there is third rail present, or as diesel electrics. It will now be possible for riders on the LIRR's non-electrified branches to have direct service to and from Penn Station without having to change at Jamaica. The main non-electric parts of the LIRR are the Ronkomkoma branch east of Ronkomkoma, the Montauk branch, the Oyster Bay branch, and the Port Jefferson branch.

In other Big Apple news, the New York Transit Museum has opened a branch on Times Square. It is located in the historic Embassy Theater at 1560 Broadway between 46th and 47th streets. Thanks to Carl Edd for the news.

Flashes

Folks using Lambert Field in **ST. LOUIS** who need to go from the main terminal to the east terminal can now use the MetroLink light rail line for the trip. Rides between the two terminals are free. Up to now passengers had to take a shuttle bus or walk the half mile on foot. Thanks to Dave Neubauer for the news.

Jim Cerny sends news from **PITTSBURGH** that Port Authority Transit is simplifying its zone fare system. Trolley and bus riders in the erstwhile Steel City have long been confused by the zones and the fare complications that result. The zones will be reduced from seven to five. The aim is to make fares simpler, more understandable, and much more customer friendly. By the way, correspondent Jim Cerny, who has been faithfully providing information about Pittsburgh for many years, is perhaps our oldest provider of information . Jim tells me he is 92 years old. Many thanks, Jim, and many more birthdays.

Maryland's rail commuter service, **MARC**, is proposing an extension of its Brunswick line from its present end point in Martinsburg, West Virginia, to what is now an abandoned rail station across the Potomac from Hancock, Maryland. The 23-mile extension is not getting 100% positive comments from the area and the riders. Some Marylanders are vexed because West Virginians might be advantaged by the system. The line now serves about 4800 passengers a day. Thanks to Henry Goode for the news.

Harry Ross sends word that a temporary rail service may be provided between southern Indiana and **LOUISVILLE**, Kentucky, while the Interstate 65 widening and rehabilitation project takes place. The work will begin in 1999 and is expected to last four years.

There is a proposal by the Vision 2025 Task Force in **SAN ANTONIO** for a light rail and commuter rail system. The suggested light rail line would connect the University of Texas at San Antonio/Fiesta, Texas, with Brooks/Stinson to the south. A more conventional streetcar service is proposed to run east and west and into downtown San Antonio. Commuter rail service would operate from the Kelly Industrial Center on the west side of town, through downtown San Antonio to the airport, Rolling Oaks and eventually on to Austin. Many thanks to Tom Meredith for the information.

Henry Goode tells me that **BALTIMORE** and Maryland officials are posting signs along key roads comparing the travel time by highway and by the Metro rapid transit system into Charles Center. It seems like a good idea.

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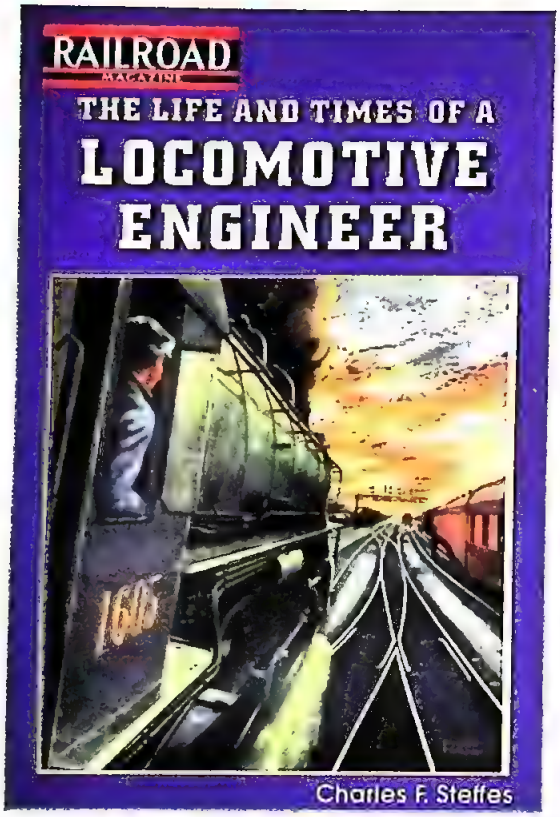

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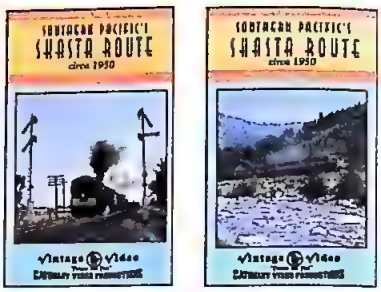

Southern Pacific's Shasta Route circa 1950, Volumes 1 & 2, by Don Olsen, from Catenary Video Productions, 22-D Hollywood Avenue, Ho Ho-Kus, NJ 07423, phone 800/343-5540; fax 201/652-1973. *Volume 1,* 70 minutes, $35.00; *Volume 2,* 56 minutes, $35.00. Please add $4.00 shipping and handling for first tape, $1.00 each additional (Cal. res. add 8.25% tax). VISA/MC accepted.

As Volume 1 was beginning to carry me from the Bay Area up the West Valley Line in the company of Daylight-colored streamliners and silver-faced steam engines, I got the sudden feeling that I was watching a Don Olsen Winterail program captured in motion with sound and music. This two-volume set of 1950-vintage 16mm (and some 8mm) movie film is organized into a logical and fascinating story of the SP from Oakland to Portland in the steam/diesel transition era. Fred Krock's professional narration gives it the aura of a History Channel encounter.

The video journey is laid out geographically — with the aid of John Signor map graphics — with on-train and lineside segments presented in an understandable and entertaining order. It begins aboard a ferryboat from San Francisco bound for the Oakland Mole and then takes us up toward Martinez in the company of Mountains with skyline casings on heavyweight passenger trains and shiny PA2s on the streamliners, as well as the incredible Cab-Forward 4-8-8-2 articulateds on manifest freights. In dazzling color, we see the pre-inaugural run of the *Shasta Daylight* with brand new A-B-B E7s. Although typical of early 16mm photography with spring-driven cameras of limited running time, the individual scenes are well framed and properly exposed, with excellent video conversion. And while the steam sounds are sometimes an inexact match for speed and intensity, a real effort was made to make the sound complimentary, with appropriate music transitioning between the recreated soundtrack segments.

Heading north from Redding, the program takes you through the Sacramento River Canyon to Dunsmuir in the company of Cab-Forwards. An introduction to the area is given by "talking head" John Signor, videotaped in the fireman's seat of Cab-Forward 4294 in the California State Railroad Museum.

In one of my favorite segments of this entire production, we then get a trip from Dunsmuir to Grant's Pass and back over the Siskiyou Line, rich with Type B semaphores, aboard "The Scoot" passenger local. Mikado 3249 was typical power for the train of four

Darrell T. Arndt

ONE OF THE ENDURING RAIL IMAGES OF THE WEST, cab units in the colors of the Denver & Rio Grande Western, is making a comeback. The new Canon City & Royal Gorge tourist operation, operating over the former D&RGW/Union Pacific line through the Royal Gorge, made a test run on October 24, 1998, with F7A 403 (former Chicago & North Western) on the point in a modified D&RGW paint scheme. The train made a fine sight during a photo stop on the hanging bridge deep in the Gorge (**above**). Meanwhile, work on F9A 5771 and F9B 5762 is nearing completion at the Colorado Railroad Museum in Golden on December 7,1998 (**below**). The duo last saw service on the Rio Grande Zephyr and were among the most photographed diesels in the country in the 1980s.

Steve Barry

Pullman green Harriman heavyweights. Along the way we see a freight with 2-10-2 "Dec's" as road engines and double-headed pushers, and a 4-6-0 and P1 4-6-2 at Grant's Pass. Also observed are the McCloud River with a 2-8-2 and 2-6-2 on log trains and the Yreka Western lokies at the SP interchange.

Back at Dunsmuir, the program takes a break for an 18-minute tribute to the impressive Cab-Forwards, including 1938-vintage footage of a predecessor 4-6-6-2 and some 2-8-8-2s. There is action on all parts of the SP system, including Donner Pass and Altamont Pass. There are numerous in-cab segments, as well as footage of a hostler lighting off the oil burner and a rather spectacular in-cab flashback (the veteran hogger hardly gives the sudden inferno a sideways glance). There's also an incongruous pacing sequence of a 2-6-0 pusher on a freight powered by a 4-8-8-2!

Returning to Dunsmuir, we see the pre-inaugural *Shasta Daylight* again, along with more Cab-Forwards and the green heavyweight *Klamath* behind a helper and a black Daylight 4-8-4. Then there are more shiny PA's on the Shasta Daylight and A-B-B-A F7s on a freight. The action moves to Cantara Loop, with more PA's and numerous steam-powered freights, ranging from a 2-8-0 helper on a Cab-Forward with two 2-10-2s pushing to a single-boxcar local behind a 2-8-0. A look at the desolate Modoc Line from the glass of a Cab-Forward wraps up the geographic segment of Volume 1, with a concluding footnote about the "backwards

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Cab-Forward" AC-9 Lima 2-8-8-4s that wound up their service on the Modoc Line.

Volume 2 takes you on over the Cascades and down to Eugene, with the usual cast of characters from Volume 1. Then comes some superb footage of the Tillamook Branch where 2-8-0 "Hogs" could handle only seven log loads apiece over the road, and six engines per train were typical for the "Wood Tic." The line's famous curves and trestles are viewed from lineside and from aboard the hard-working 2-8-0s before the focus shifts to Portland's Brooklyn Roundhouse and a lengthy tribute to its resident three-cylinder 4-10-2s. You see typically SP details like a crewman setting up the boiler-top train indicator board numbers. There's even a couple of views of a short-lived (in Oregon) 44-tonner.

Now it's time for the Oregon main line to get its glory, as you board the cab of the PA on the point of the *Shasta Daylight* for a ride south out of Portland. The dazzling *Daylight* is contrasted with the two-tone gray elegance of the overnight *Cascade*. Significant lineside diversions are noted in geographic order, such as a hop-over on the Coos Bay Branch with a 4-6-0 on the passenger train. Arriving at Oakridge, you board a Cab-Forward for the climb to Cascade Summit aboard the helper, and then return to Oakridge to run it all over again from the cab of the PA. Then there are logging lokies on the Long Bell Lumber line, and a study of the black defrocked Daylight 4-8-4s on the heavyweight and head-end laden *Klamath*. Then it's back aboard the PA's for the run from Klamath Falls, around magnificent Mount Shasta and into Dunsmuir.

In 1938 construction was begun on the Shasta Dam power project to create Shasta Lake on the Sacramento River. Vintage scenes show trains tunneling beneath the under-construction dam, which would flood the old line under more than a hundred feet of water. We return to the *Daylight* for a first-hand look at the spectacular new line around the lake. The program ends with the *Shasta Daylight* on the long bridge approaching Redding.

Don Olsen collaborated with a "Who's Who" of northern California railfans to put this program together, and he has created a very significant piece of work that is both entertaining and informative about the most fascinating and colorful era of one of America's most scenically spectacular railroads. Need I say more? — *JIM BOYD.*

MARKERS

EDITORIAL COMMENTARY

Riding through Mexico

I'VE TRAVELED TO MEXICO many times for *Railway Age*, but to date the most rewarding journey I've ever undertaken there was a two-day inspection tour of Transportación Ferroviaria Mexicana's 770-mile Nuevo Laredo-Mexico City main line in August 1998, aboard business car *TFM 400*. This line, the so-called "crown jewel" of Mexico's railway network, handles about 60% of the country's rail volume, including most of the international traffic.

My excursion began early in the morning of August 11th when I left the La Posada hotel in Laredo, Tex., with a group of TFM officials led by Chief Operating Officer Chris Aadnesen, the man most responsible for turning TFM into a freight railroad as good as (or better than) any U.S. Class I. There was a minor delay at the border checkpoint in Laredo when we got the "red light," and our bags had to be searched by a pair of rather heavily-armed Mexican border

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WHO SAYS TRADITION has gone away? Although TFM400 is the railroad's only business car, it nevertheless comes with a chief steward and several car attendants, in the finest Mexican railway tradition. These two attendants pose for the camera in San Luis Potosi. Nino, our chief steward (not pictured), served FNM for many years, catering to such business-car guests as Queen Elizabeth, Henry Kissinger, and Mexico's various presidents. The food and service on TFM400 rivals that of Mexico City's finest restaurants. In the observation lounge of TFM 400, General Superintendent-Monterrey Operations Control Center Jim Chavez confers with Kansas City Southern Vice President and Executive Representative David Brookings, who joined us for the trip south, and Chief Operating Officer Chris Aadnesen (**below**). Aadnesen, who hails from UP and MoPac, is among several U.S. managers responsible for TFM's successful startup. He and Brookings were part of the due-diligence team that surveyed the property prior to Kansas City Southern/TMM's successful, $1.5 billion bid for FNM's Northeast Railway.

guards. That finished, we proceeded to TFM's Nuevo Laredo yard, where we would board business car *TFM 400*.

I had expected *TFM 400,* an ex-FNM open-platform observation car, to be coupled on to the rear of one of TFM's southbound freights. But what I saw was a complete surprise — there, sitting in the station, was an inspection train consisting of brand-new GE AC4400CW 2647 and *TFM 400*. Aadnesen told me the train, at the insistence of TFM CEO Mario Mohar, had been arranged for my benefit, and we had the railroad. It was quite an honor, but I was also gratified to learn that our excursion would be a useful inspection trip for several TFM officers. At the time, the main line was undergoing an extensive track rehab/signal upgrade/siding extension program. I was happy to see TFM Chief Engineer Eduardo Ramírez Cato onboard, who I had met in 1997 at TFM's Monterrey Operations Control Center.

Also onboard was Nino, *TFM 400's* chief steward. An elderly, distinguished-looking Mexican gentleman, Nino had been hired from the FNM to take charge of TFM's business car. He and two young assistants waited on us hand and foot, preparing delicious meals (including fresh-baked breakfast muffins and some of the best filet mignon I've ever had), which were served on fine china and silverware in the business car's dining room while we rolled through Mexico's high desert. Later, I learned that Nino had served, among other dignitaries, Henry Kissinger, Queen Elizabeth, and several Mexican presidents when they were guests of FNM.

TFM 400, built by Pullman Standard, was part of the rolling stock acquired from FNM in the privatization and been recently refurbished by TFM. TFM General Superintendent-Monterrey Operations Control Center Jim Chavez, a Santa Fe and Chicago & North Western veteran, had named it in honor of C&NW's famous *400* passenger trains—hence the *TFM 400* reporting marks.

The TFM main line is one of the most well-maintained rights-of-way in North America. It's single-track, laid with concrete ties and 136-pound continuous welded rail. Much of it is equipped with CTC, and all passing sidings are 10,000 feet in length. Except for a tough ruling grade between Monterrey and Saltillo, most of the climb heading south toward Mexico City is gradual. The ride was smooth, and we were able to run at a sustained 60 m.p.h. most of the way, stopping at several locations to view ongoing track work. I was invited into the AC4400CW cab for part of the journey, and had the chance to talk (through an interpreter) with the TFM locomotive crew members, who were delighted to be operating a state-of-the-art, high-horsepower, a.c.-traction locomotive.

We split the journey into two days, stopping overnight in San Luis Potosi, a charming city nestled in the Sierra Madre where TFM and Ferromex have an interchange yard. San Luis Potosi is home to MPI de México, one of the finest locomotive and car shops I have ever seen (and one of the first FNM operations to be privatized). It's also home to GE Transportation Systems de México, which purchased FNM's old Diesel Shop No.1 and turned into a state-of-the-art maintenance facility for TFM's 75-unit AC4400CW fleet.

The scenery was grand, the food was

Two photos: William C. Vantuono

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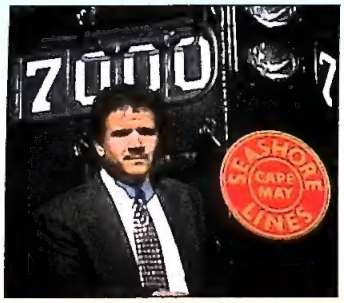

RAIL SERVICE TO NEW JERSEY'S southern-most point returned on December 18, 1998, when Cape May Seashore Lines operated a VIP train to the resort town of Cape May. The trip fulfilled the long-time dream of CMSL president Anthony C. Macrie (**lower left**), who has been pursuing re-establishment of rail service since the last commuter train left in 1981. The train consisted of Pennsylvania Railroad GP9 7000 (now owned by the United Railroad Historical Society of New Jersey and on lease to CMSL), two former PRSL RDC's (CMSL has acquired eight of the original twelve PRSL RDC's), private car *Morris County*, URHS tavern/lounge 5450 (the *Walter G*) and three coaches recently refurbished by URHS for excursion service.

Passenger service to Cape May ended on October 2, 1981, when NJDOT's last train headed north. CMSL obtained passenger rights to the line in 1991, but suffered a major setback when the bridge over the Cape May Canal was heavily damaged by a barge in 1992. Through the tenacity of Tony Macrie, all hurdles blocking rail service, including bridge repairs, have now been overcome. The VIP excursion was the first passenger train across the bridge (**left**) since 1981, and a brief ceremony was held at the former PRSL passenger station (now a bus station) in Cape May (**top**).

Regular service to Cape May should begin in spring 1999, after further work is completed on the canal bridge. CMSL currently runs trains between historic Cold Spring Village and Cape May Court House — *STEVE BARRY.*

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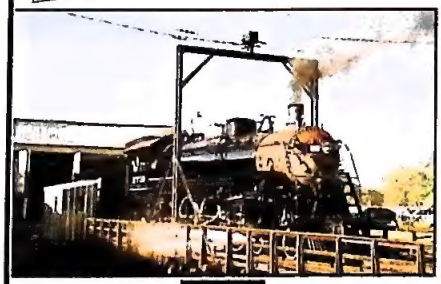

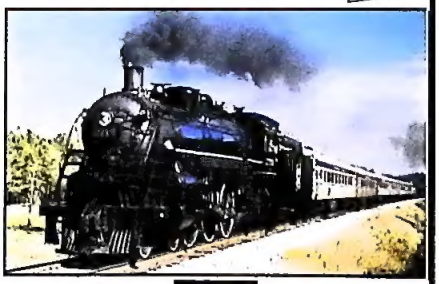

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superb, and the chance to spend two days out on the railroad with TFM's top management proved invaluable for the cover story I prepared for the October 1998 issue of *Railway Age*, which I adapted for RAILFAN & RAILROAD.

One more highlight: Owing to their hospitality, I felt obligated to treat the TFM entourage to dinner at the Westin in San Luis Potosi, a gorgeous hotel located in the mountains just outside of town (where we stayed overnight). While I have a fairly generous expense account, taking ten people to dinner is stretching it a bit. But I almost fell out of my chair when I got the bill: 1224 pesos — $153.00, including appetizers and drinks! — *WILLIAM C. VANTUONO.*

The "black plague?"

I'm going to go against the grain here. While many Northeast fans are bemoaning a large chunk of Conrail going to Norfolk Southern because of the less-than-inspiring black paint on NS locomotives, I'm actually looking forward to the change. Don't get me wrong — I like Conrail's blue image, and the railroad has always kept their locomotives looking clean. Conrail was a good railroad to photograph.

But after 20 years of Conrail, I'm ready for a change. I've seen what photographers like Ron Flanary have been able to do with NS black, and those locomotives, when captured in the right element, convey a feeling of raw power that no BNSF Heritage unit will ever match. Black plague? Not for me. Just a new photographic challenge!

Steve

NEXT MONTH RAILFAN & RAILROAD

George S. Pitarys

• SHERBROOKE'S OTHER SUBDIVISION: In the February '99 R&R George Pitarys took us to Sherbrooke, Quebec, to visit the former Canadian Pacific Sherbrooke Sub, now operated by Canadian American. Next month we return to Sherbrooke to visit the St. Lawrence & Atlantic which took over operations of the former Canadian National Sherbrooke Sub in late 1998. From Island Pond, Vermont, to Saint Rosalie, Quebec, we'll see the motive power, geography and operations of the subdivision, plus George will relate helpful hints for chasing and photographing.

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Advertising Index for March 1999

B

B.R.M.N.A. 52
Barnard, Roberts & Co. 16
The Book Depot 48,49

C

Cajon Rail Products....16
D. Carlton Railbooks 62
Carstens Publications....21,51,53,57,58,60,62
Catenary Video Productions....12
Colorado Railroad Museum....11

D

The Depot Attic....50
The Depot Attic at Strasburg....52
Depot Square Publishing....50

E

EastRail '99 64

F

Four Ways West....52

G

G. Train Video Productions 3
Golden Spike Enterprises....16
Goodheart Video Productions ....Cover IV
Great Northern Pacific Publications 12
L.V. Grogan 16

H

Herron Rail Services 19
Hi-Iron Railroad Videos 16

I

Illinios Railway Museum 60
Howbook 52

J

JMJ Productions....9

L

Carleton F. Loucks 14

M

Machines of Iron....10
Mark I Video 21
McMillan Publications....23
Edgar T. Mead....16
Metaphor, Inc. 59
Multipower International, Inc. 20
Museum & Tourist Line Directory 60

N

Napa Valley Wine Train....60
National Railway Historical Society 12
Nestle's Railroadiana 58
New York Central System Historical Society 16,20

O

O&W Historical Society 58

P

Plets Express 53

R

Railcom 14
Railfan & Railroad 54,55
Railroad Avenue Enterprises....22
The Railroad Press....62
Railroad Research Publications 20
Railroad Video Productions....15
Rails 'N' Shafts....17
Raritan Bay Hobbies 18
Revelation Audio Visual 14
Ben Rohrbeck....58
Ron's Books....Cover III

S

Scanner World....62
Schrader Enterprises....52
Signal Computer Consultants....11

T

TLC Publishing....13
Trackside Video....20,50
Trains Unlimited, Tours 21
Transit Gloria Mundi....59
Trillium Video....20

W

Water Level Industries....51

Final Frame

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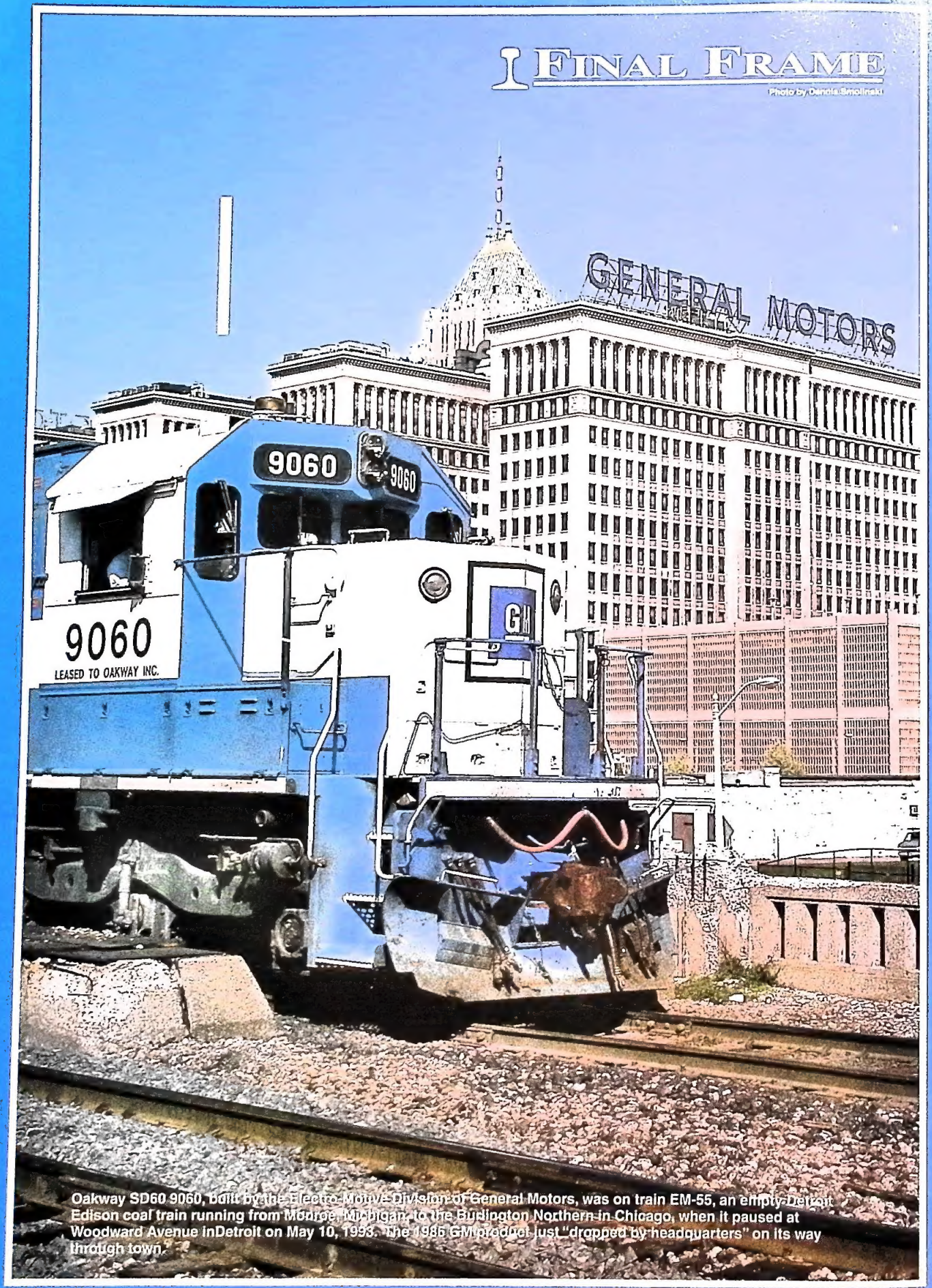

Oakway SD60 9060, built by the Electro-Motive Division of General Motors, was on train EM-55, an empty Detroit Edison coal train running from Monroe, Michigan, to the Burlington Northern in Chicago, when it paused at Woodward Avenue inDetroit on May 10, 1993. The 1986 GMproduct just "dropped by headquarters" on its way through town.